

Live Steam Railroading

...plus:

- ***The Amherst Railroad Hobby Show***
- ***Introducing the NMRA Interchange***
- ***2023 Texas Express Update***
- ***The NMRA National Convention...in 1957***
- ***Building a Small HO Scale Layout***



The Marker Lamp

The Official Publication of
The Lone Star Region of the
National Model Railroad
Association

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www.lonestarregion.com

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Address all correspondence, news, photos and drawings to the editor. All material will be gladly accepted and will be used depending on the availability of space and suitability of material. None will be returned unless a stamped, self-addressed envelope is provided. Correspondence relating to Pike Ads and Dealer Ads should be addressed to Speed Muller lsrtreasurer@huntatrophymra.org

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See it at the 2023 Texas Express!

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President's Message



by Donna Orr
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Model Railroading in 2023

Looking forward to all the train shows? Who went to Amherst Railway society Railroad Hobby show this month? If you did go, what about an article on what you did and saw at the show. Anything of great interest? What about Mad City?

Then the Jacksonville Model Train and Railroadiana show, February 4, the CRMHA Annual Model Train Expo, February 17-18, Maine 3Railers Model Railroad show, the 55th Annual Mad City Model Railroad Show and Sale, February 18-19, 2023, the Annual Piedmont Division Model Train Show, March 11-12, the Kentucky Railway Museum Annual Train Show, April 15, and Melbourne, Greater Toledo, Carolina, TCA-Fort Pitt, Bucyrus, Tallahassee, Central Missouri, and on and on...143 so far! And do not forget the Houston train show, the

Austin train show, New Braunfels, and Train-A-Palooza. To see a list of the upcoming shows, check out the Events Calendar and Tim Blackwell's Cowcatcher magazine.

If there are that many model train shows, there are many, many train enthusiasts out there, and that brings us to the NMRA 2023 National Convention, August 21-26, 2023. The committee is working diligently to put on a most interesting time. If you are interested in giving a clinic, going to a clinic, going on a rail tour, going on a general interest tour, or modeling with the masters, then go to the website at 2023TexasExpress.com and sign up.

My message to you: Come and enjoy 2023. Our hobby is alive and well. **ML**



From the Editor



by Peter Kazmir
peter@centexnmra.org

Don't Call It a Comeback

As I've grown older, I've started experiencing the passing of friends and fellow model railroaders. This always gets me thinking - and looking around the room in gatherings. What really jumps out at me at is how few young people are present.

This has had me worried that the hobby is dying - that, as we say in my line of work, the total addressable market will no longer be large enough to support the industry and we'll lose the Athearns and Walthers of the world.

However, since Covid - as you'll see in a number of articles in this issue - Model Railroading has been coming back stronger than ever, with increased attendance at train shows like the Amherst Railroad Hobby Show (which I just attended for the first time...wow) and with many new members in clubs and across the NMRA.

Some of the new members are younger - we have a few in my local club and division - but many of the new members are not, some coming back to the hobby later in life.

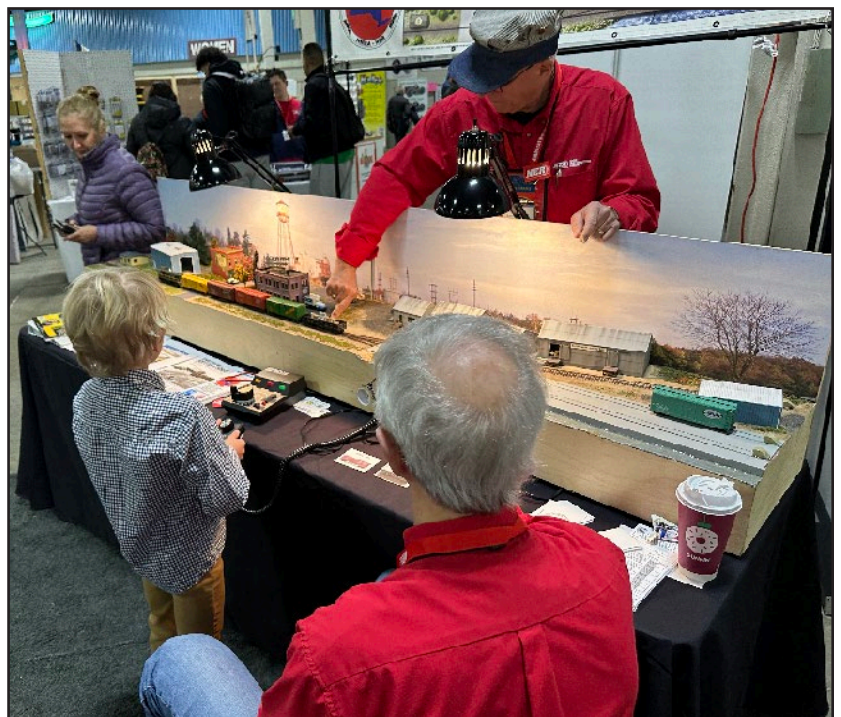
Not only that, but it feels to me that the new members are bringing a renewed energy to the hobby. Eager to learn, eager to grow, eager to share. Bringing new ideas and techniques like 3D printing, Arduino and Raspberry Pi-controlled animation and control, and more. It's so great to see the hobby has a long road ahead of it still.

Another thing you'll see throughout this issue (including on the next page) is a lot of content related to the **2023 Texas Express** NMRA National Convention that will be held later this year in Grapevine. Seriously, folks, this is literally a once-in-a-lifetime event (for me, so far, at least), having a national convention in our Region. Take advantage! This isn't just another LSR Convnetion: So many clinics, tours we've never had in the DFW area before, an amazing resort location, and more - not to mention admission to the National Train Show. I'll definitely be there and I hope you will be too.

Finally, I want to renew my plea for content. This issue is a couple weeks late because I was *begging* folks to *please* give me some articles or photos or *anything* to include. I'm happy to put the ML together and publish it, but I can't write all the articles or publish just my personal collection of photos.

Don't worry if what you have isn't written in the best prose, or is just a set of photos, or is a recording of a clinic you've done in the past - I can help you get it into shape. If you found it interesting I'll bet you my salary as publisher that someone else will too.

The next issue's deadline is March 31. Until then, keep the fun in Model Railroading! **ML**



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Dallas/Fort Worth
GAYLORD RESORT, GRAPEVINE



NATIONAL TRAIN SHOW

AUGUST 25-27 only

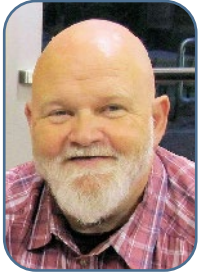
BNSF HEADQUARTERS TOUR

GRAPEVINE RAILROAD EXCURSION

MUSEUM OF THE AMERICAN RAILROAD

NMRA *National Convention*
2023 TEXASEXPRESS.COM

Up the Tracks Events Calendar



by Bill Dryden
NMRA & LSR Life Member

Here are upcoming events within the LSR of which I am aware. I will provide all the information YOU send me or I can glean from other publications, websites, etc., for these events. Additional information may be available through the NMRA Scale Rails and/or various trade magazines or various websites. Also, note that all show times and dates are at the discretion of the sponsoring organization and are subject to change. Please forward any and all information about upcoming events or activities in your area, club, etc., to me, via e-mail at bdr149@airmail.net.

2023 Texas Express

NMRA Convention

August 19 – 27, 2023

Gaylord Texan Resort & Convention Center
Grapevine, Texas

www.2023texasexpress.com

Come all!

PARTICIPATE!!!

RECURRING EVENTS AND MEETINGS

LSR Division 1 – Cowcatcher Division – Fort Worth

The Cowcatcher Division meets at 10:00 am on the 2nd Saturday of each month at the Texas Western Model Railroad Club, 6808 Forest Hills Drive, Forest Hills, TX. For more information regarding the Cowcatcher Division or its programs, check their website: <http://www.cowcatcherdivision.org>.

LSR Division 3 - Trinity River Division – Allen

The Trinity River Division meets at 10:00 am on the 3rd Saturday of every month at the Christ Servant Lutheran Church, Allen Texas. Occasionally things change due to scheduling conflicts so pay close attention to the email meeting notices that go out a week before the meeting. If you would like to be added to the email list contact Robert Secrest at Robert.Secrest@hotmail.com.

LSR Division 4 – Cen-Tex Division – Austin

The Cen-Tex Division meets bi-monthly at the Austin Northwest Recreational Center, 2913 Northland Drive, Austin, TX. Meetings are held at 10:00 am on the 2nd Saturday of the *odd* months and include clinics, show-and-tell, DCC minute, social activities and a layout open house. For more information about upcoming meetings, see <http://centexnmra.org> or contact director@centexnmra.org to be added to the mail list.

LSR Division 5 - Texas Panhandle & West Division

Division 5 holds their meetings virtually on Zoom on the 3rd Monday of each month starting at 7:00 pm. Anyone that can join via Zoom is welcome to attend. Use this link to sign up for the division's monthly bulletin and keep up with events and happenings in the division: <http://eepurl.com/hRLLm9>

LSR Division 6 – South Texas Division – San Antonio

Division 6 – South Texas Division, hosts quarterly meetings at the Longhorn Cafe at 12311 Nacogdoches Road in San Antonio. Please come out and join us. For more information contact. Don Winn at donswinn@gmail.com

LSR Division 8 - Texas Gulf Division – Houston

Division 8, the Texas Gulf Division, meets the 2nd Saturday every *odd* month from 10:00 am to 12 Noon at the Tracey Gee Community Center, 3599 Westcenter Drive, Houston, TX 77042. For more information contact Phil Stewart at pstewart1225@yahoo.com.

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Alamo Model Railroad Engineers - San Antonio

The Alamo Model Railroad Engineers meets the 2nd Friday of the month at 7:30 pm in the Zucht Building at the Texas Transportation Museum, 11791 Wetmore Rd., San Antonio TX. For more information call Peter Shavney (210) 317-3661 or Gene Turner (210) 355-2777; or visit the web site www.alamomodelrailroadengineers.com.

Austin Model Railway Society - Austin

The Austin Model Railway Society is a HO scale modular group that is open to new members and meets once a month. For more information please email Riley Triggs at president@austinrailway.org or visit the web site www.austinrailway.org.

Houston Area "G" Gaugers - Rosenberg

On the 4th Sunday of each month, the Houston Area "G" Gaugers (HAGG) model train club meets at the Rosenberg Railroad Museum to run their special trains on the tracks of the Garden Railroad Exhibit. The museum also hosts fun seasonal activities for the kids on this day. Steam engines, circus trains, patriotic trains or everyone's favorite Thomas? You never know what trains you'll see. Rosenberg Railroad Museum, 1921 Avenue F, Rosenberg, TX. More information: info@RosenbergRRMuseum.org.

Houston Area Live Steamers

HALS has over 9,000 feet of track for you to enjoy and ride on most any Saturday of the year. Someone is usually there every Saturday with special run, operations, waybills/timetable, work and fun run days scheduled throughout the year. Our public run days are the 3rd Saturday of the month March through November. Come see our 2,500 foot expansion in Phase 4. Model Railroaders (any scale) are welcome to attend most any time. Check our web site out at www.hals.org for schedule of events or e-mail Rick White at rick.white.jr@gmail.com for more information.

New Braunfels Railroad Museum

Kids Fun Day is held on the 1st and 3rd Saturday of each month, 10:00 am to 2:00 pm at the New Braunfels Railroad Museum, 302 South San Antonio Street (in the 1907 Restored Railroad Depot), New Braunfels, TX. Museum phone (830) 627-2447. Kids of all ages will have the opportunity to run model trains and become a Jr. Engineer. Also among the displays at the Kids Fun Day will be a large US Army Model Garden (G) Scale and Lego Trains. Visit our Steam Engine, Caboose, Dining Car (available for Birthday Parties) and Box Car. There will be other fun, train related activities, additional model trains, train artifacts, our 1907 depot are on display. The Railroad Museum opens at 10:00 am on Saturdays. For field trip scheduling and more information, call Howard Young (210) 542-6121, or visit us at www.nbrrm.org.

North Texas Council of Railroad Clubs – Irving

The North Texas Council of Railroad Clubs (NTC) meets the 3rd Tuesday of the month. Visit the website www.dfwtrainshows.com for more information about the NTC, its meeting site, member clubs or sponsored events.

San Antonio Model Railroad Association - San Antonio

The San Antonio Model Railroad Association, SAMRA, is open to new members and meets on the 2nd Friday of each month at 7:30 pm in the Bob Clarke Rail Heritage Museum, 7702 Narrow Pass, Live Oak, TX. Please visit our website www.samratx.org for information about our activities and their dates and times. Also, like us on Facebook.

South Texas Railroad Socials – San Antonio

The "Socials" are a casual gathering of train folks in South Texas, both modelers and prototype railfans. We gather quarterly for a couple hours of Clinics and Presentations, Show-n-Tell, regional news, Q&A and funny video clips. Not a meeting, not a club, just buy lunch at the restaurant and use their party room. Started in 2018, went virtual via Zoom in 2020, going hybrid in 2021 (back to in-person and virtual). Plus, we have Shop Talk, a quarterly 'project guys' round table gathering, in between the Socials. Read more, see photos from past Socials and find our next date, at www.SouthTexasRR.com.

Texas Northern Model Railroad Club – Dallas (North)

The Texas Northern Model Railroad Club business meeting is the 1st Thursday of the month and for regular meetings and on Thursday evenings and most Saturdays. If you like to operate, come by on Tuesday nights to join our weekly operation session. Located in North Dallas at 11999 Plano Road., Suite 154, Dallas, TX 75243. For more information: www.texasnorthern.org.

Texas Western Model Railroad Club – Forest Hills

The Texas Western Model Railroad Club meets for its business meeting every 1st Thursday of the month at 7:00 pm. The Club is located at 6808 Forest Hills Drive, Forest Hills, TX. For more information: (682) 587-2092 or www.twmrc.org or email cdo@twmrc.org.

EVENTS AND SHOWS

March

11th - 12th (Fort Worth/Grapevine) **Train-A-Palooza #9** (Sponsored by the Lone Star Hi-Railers Model Train Association) Sat. 10:00 am to 4:00 pm, Sun. Noon to 3:00 pm. Adults \$2, Children \$1. Grapevine Convention Center, 1209 South Main Street, Grapevine, TX. More information: <http://lonestarihailers.com/>.

25th - 26th (San Antonio/Garden Ridge) **Jamboree & Train Show** (Sponsored by SAMRA) Sat. 9:00 am to 6:00 pm, Sun. 9:00 am to 6:00 pm. "Admission and parking are always free." City of Garden Ridge Community and Events Center, 9500 Municipal Pkwy, Garden Ridge, TX. For more information: <https://samratx.org/shows.html>.

April

14th - 15th (New Braunfels) **New Braunfels Model Train Spring Jamboree** (Sponsored by the New Braunfels Railroad Museum) Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults \$8 (14 & older), Child \$2 (5-13 years old). New Braunfels Civic Center, 375 South Castell Avenue, New Braunfels, TX. More information: jedmondson@satx.rr.com or <http://newbraunfelsrailroadmuseum.org/nbrr/train-shows/>.

29th - 30th (Galveston) **Railfest 2023** (Sponsored by the Lone Star Hi-Railers Model Train Association) Sat. 10:00 am to 5:00 pm, Sun. 10:00 am to 5:00 pm. Galveston Railroad Museum, 123 Rosenberg Avenue, Galveston, TX. More information: <https://galvestonrrmuseum.org/event/railfest-2023/> or (409) 765-5700.

May

6th - 7th (Austin) **50th Anniversary Austin Train Show** (Sponsored by the Austin Model Railway Society) Sat. 10:00 am to 5:00 pm, Sun. 10:00 am to 4:00 pm. \$8 in advance - \$10 at the door, Children 12 and under FREE with adult. Palmer Event Center, 900 Barton Springs Road, Austin, TX. More information: <https://austintrainshow.org/>.

20th - 21th (Jefferson) **Historic Jefferson Train Days** (Sponsored by the Jefferson Convention & Visitors Bureau) Sat. 10:00 am to 5:00 pm, Sun. 11:00 am to 4:00 pm. Tickets include entry to the R. D. Moses Texas & Pacific Railroad Museum. Jefferson Convention & Visitor Center, 305 East Austin Street, Jefferson, TX. More information: <https://www.tourtexas.com/all-events/80891/Historic-Jefferson-Train-Day>.

EXCURSION TRAIN TRIPS

Austin Steam Train; Cedar Park, TX; (512) 477-8468; www.austinsteamtrain.org

Grapevine Vintage Railroad; Grapevine, TX; (817) 410-3185; www.gvrr.com

Old Hickory Railroad; Jackson, LA; (225) 634-7397; www.louisianasteamtrain.com

Texas State Railroad; Palestine & Rusk, TX; (888) 987-2461; www.texasstaterr.com

Please consider our deadlines for submittals and publications to allow adequate lead time to correctly announce your event – upcoming column submission deadlines are the 31st of March and May, and the 15th of August and November. Publication of the *Marker Lamp* is the following month. **ML**





Help Save the Crescent Lines!



The Crescent City Model Railroad Club in Metairie, Louisiana needs your help to raise funds for a new roof to replace the current one that was damaged during Hurricane Ida on August 29, 2021. A neighbor's roof came off his home and blew over our building causing multiple holes in our roof and causing water damage inside of our building. In addition to that, another neighbor's tree fell on the back corner of the building causing more damage and leaks. Please donate at the Go Fund Me page:

<https://gofund.me/a96d6a2b>





Please Donate at Go Fund Me



<https://gofund.me/a96d6a2b>



www.ccmrc.com



Live Steam Railroading

by Doug Price

Photos by the Author

Does "LSR" really stand for Live Steam Railroading? Or does it stand for Lone Star Region? I think it may be both!

Have you ever experienced operations on a live steam railroad? Let me tell you a little about this aspect of model railroading and, through a series of articles, take you on a tour of some in the railroads in Texas and Oklahoma.

As the name implies, many involved in live steam railroading operate steam locomotives. Some are coal-fired, some oil-fired, and others use natural gas as fuel. Prior to operating, the engineer must take on fuel and water, steam up the locomotive, lubricate moving parts, and check that the pressure relief valves will open and reseat at the appropriate pressure setting.

Of course, not all the motive power is steam. Many people operate gasoline engines with



Steaming Bay at the Able Springs and North Texas Railroad



*Annetta Valley & Western Railroad
Engine 451 (Gas-Hydraulic)*



*Battery-Powered Switch Engines
with Two-Person Riding Car*



*Engineer's View of
Bridge Approach
at the Locomotive
Operators of Central
Oklahoma Railroad*



Conductor's View of Bridge Approach at the Comanche & Indian Gap Railroad

hydraulic transmissions and others operate battery powered electric locomotives.

Many of us operate in a variety of scales, from Z up to G. However, not everyone knows about the world of "live steam" modeling railroading in 1/8 scale. This equipment is large enough to ride on and provides a very different operating experience as you travel on your train. No more relying on a locomotive cab camera to give you the feel of being an engineer!

At this scale, when simulating operations, it usually takes more than just an engineer to crew a train. A conductor, and in some cases, one or two brakemen will round out the crew. And the best part is, you do not need to own any equipment to come join the fun.

Let's look at some of the information available about this area of model railroading.

One of the most comprehensive resources is the website for the **International Brotherhood of Live Steamers** (IBLS), which was founded in 1932 by the late Charles Purinton (Carl) in Marblehead, Massachusetts.

IBLS membership is free and provides several benefits:

- The IBLS maintains critical standards for the hobby, including wheel standards, track standards, coupler and safety chain standards, and boiler safety information.

- The IBLS continuously records the history of the live steam hobby. The IBLS also harvests live steam related web pages and keeps an archive of defunct websites.
- Hundreds of articles can be found on the IBLS Website. These articles provide standards, definitions, building tips and more from dozens of authors.

Here is the link to the new member signup web page:
<https://international-brotherhood-of-live-steamers.inditioncra.com/new-member-signup>.

Even if you are not a member, the IBLS web site provides information about live steam clubs and tracks. By visiting or joining a club you can learn more about aspects of model railroading unique to this size. Here are the links to the web pages for clubs and tracks (known as layouts in the smaller scales):

- <http://www.ibls.org/mediawiki/index.php?title=Category:Clubs>
- <http://www.ibls.org/mediawiki/index.php?title=Category:Tracks>

Closer to home (i.e., the Lone Star Region) is the **Southwestern Live Steamers**. Here is a link to the SWLS

main web page: <https://www.southwesternlivesteamers.org>.

As with the IBLs webpage, some of the SWLS web site is accessible to the public, including the timetable that shows the time and general location for the meets. Meets are generally in the Spring (February through May) and Fall (late September to early December) to avoid some of the more extreme weather conditions. SWLS meets are for members and invited guests. If you would like to attend an SWLS meet, please contact the Secretary/Treasurer (secretary@southwesternlivesteamers.org) and ask for an invitation.

Visiting one of the meets is a great way to see and learn more about this aspect of model railroading. A list of railroads that are used for SWLS meets are listed below. Membership information is also available on the SWLS web site.

One of the SWLS tracks, the Cypress Creek & Southern RR is the home of the Houston Area Live Steamers (HALS) which jointly hosts several annual meets with SWLS. HALS also has public run days when anyone can visit and go for a ride. For schedule information, and any last-minute changes, visit the HALS website at <https://www.hals.org>.

That will do it for this brief introduction but stay tuned. In the next article, I will cover some of the railroads visited in the spring of 2023. **ML**

Comanche & Indian Gap Railroad

Priddy, Texas (West of Waco)



Cypress Creek & Southern Railroad

Hockley, Texas
(Northwest of Houston)



Southwestern Railroad

Magnolia, Texas
(Northwest of Houston)



Able Springs & North Texas Railroad

Terrell, Texas (East of Dallas)



Tumbleweed & Dry Gulch Railroad

Midland, Texas



Annetta Valley & Western Railroad

Annetta, Texas (West of Fort Worth)



Windy Ridge Railroad

Nacogdoches, Texas



Bucksnort Northern Railroad

Van Alstyne, Texas
(North of Dallas)



Austin & Texas Central Railroad

High Iron Ranch
(Northeast of Austin, Texas)
Coming in 2024



A Visit to the 2023 Amherst Railroad Hobby Show

by Speed Muller

Photos by the Author

Since we lived in Boston for more than ten years, I thought I knew everything about the Springfield, Massachusetts (or Big "E") Train Show, and that was mostly because I helped bring NTRAK modules to the show as part of the [Northeast NTRAK's Winterfest](#) every year. But I never met anyone else there. The place is simply too big to walk around and talk to people - you need to focus on the 350 show booths and about 50 railroads in four buildings with stuff in to see, buy and go run on your club's layout at the show - or so I thought!

Fast forward a few years of life in Texas and the folks of *A Modeler's Life* decided to meet



The Young building (modeled here ten times smaller) is one of the four buildings at the show covering about 500,000 square feet!



The NMRA Mid-Year Board meeting, with most of the [Board](#) in attendance, was held in conjunction with the show. (President Gordy Robinson, MMR front-left; Vice President Rick Coble standing on the right)

at the show hanging out in the City Classics booth in honor of Jim Sacco who passed away in March of 2022. Chris Atkins and I decided that we should not make decisions on where a Podcast crew hangs out for a weekend, but throw in an ice hockey game and the deal is done. So now we've started attending the show again more often. We race through the show and see who can pick up the most laser-cut-kit company business cards (65 one year) or who can convince anyone trying to promote an LCC product that it should be CCL (Command Controlled Layout) to put it earlier in the phonebook (since C comes before L).

Well, all jokes aside, the days of virtual-only meetings are numbered and the NMRA decides to hold its mid-year board



*It's okay to take pictures of the media taking pictures of the people, right?
Notice how far the Better Living Center building stretches into the background.*



Riley Triggs (NMRA Publications Department Head) manning the show floor this shift while Andy Zimmerman (NMRA Standards & Conformance Department Head) takes a well-deserved break.



In the NMRA booth was also a Time Saver-like switching layout for anyone - young or old - to play on, managed by North East Region volunteers.



If figureheads are your thing, then why not order the NMRA President in O, S, HO, or N scale for your layout from [miniprints](https://www.miniprints.com)?

meeting at the show as well, and the department heads are expected to be present! So, most of Friday is spent in meetings and the rest of the weekend we rotate through the NMRA booth to talk to people interested in [joining the NMRA](#) and showing that we just like to run trains too.

You can imagine that the time spent to collect business cards is now more than just a race. We want to get to know the manufacturers and everyone else who can make the hobby better for all of us. With so little time (two days is not much for covering half a million square feet) you only get small glimpses of the "waau" things in the show, and the layout to the right caught my eyes.

I do believe that we all like to belong to something, and after attending the Free-moN event in Evanston, WY in 2021, I think I might have

found a bunch of people that might accept me, well maybe. So, in order to show that I want to have them as my friends,



Bill Brown, MMR's company, Larc Rail Products, was on a sticker on the module, so I can only guess he may have built it.



The HUB Division (the area surrounding Boston) also brings a "small" layout to the show.

I buy a DCC engine every year at the show, with a bunch of inexpensive cars, upgrade them with metal wheels in the show and run them on the Free-moN layout. They have not discovered yet that I don't actually have a Free-moN module of any kind. (Well, that is about to change, word is out that the [2023 Texas Express Convention's](#) Operations Road Show layout needs a Yard, like a Texas Yard!)

When you work all that hard in meetings and in a booth at the show, you also need some fun things to do, and what is more team-building than a few operating sessions either in the area or on a layout in the show. The [Dry Hill Model Railroad Club](#) only sets their humongous layout up once a year, yes, just one time! They actually need to show up on Wednesday to get it all set up by the time the doors open up. We were fortunate enough to be invited to an operating session on the layout one and it was a blast. Of



Free-moN!!!

course, they wanted to put their best foot forward, so they reset the system right before we started and something did not agree, so here is a photo with the typical question, who many engineers does it take?



Six Engineers, you say? No! There is one more on the floor calling out which throttle needs to be reset next!



Trains with up to five or six engines ran by while refrigeration cars had to go back to the main building at the Coca-Cola plant.

The problem was quickly corrected while we were distracted with pizza and then the work started. Amazing when you can operate on a big layout while there are long trains running by in both directions! We spent 90 minutes swapping the cars out at the Coca-Cola plant, and it was fun.

Not sure why a hump yard always grabs my attention, but this one had a feature I have never seen before. When you slow a car down with paint brush bristles, not all cars take the friction the same. An N-scale car, for example, usually derails or just stops. But what if your bristle height can be adjusted depending on the speed of the car? So what they do is select which of the "sets" of four tracks the



NMRA Secretary Mike Cummings and Atlantic Director Mike Arnold deciding how this hump yard is going to make the railroad money tonight!

car needs to roll down and then which track in the “set”, which in turn tells a specific Tortoise machine to bring the bristles up. And when the car uncouples and goes across a sensor, they apply only 6 volts to the Tortoise and then start moving the bristles down. So how does this help? Well, if the car runs fast down the hump, the bristles will still be high when the car hits it and if the car is medium speed, the bristles are lower. If the car is a real drag down the hump, then the bristles are completely gone and the car is not retarded at all. Simply brilliant, can’t even beat that with an Arduino!

We also went to [operate on](#) Chris Adam’s [Valley Local layout](#) in Old Saybrook, CT. Shown in the photo below is the beautiful rendition of Old Saybrook getting serviced by PDX-2, Haddam Local under control of Amanda and Jordan Kramer. (Yes, that is the guy that started the whole [NMRA Interchange](#), I finally tracked him down!)



NMRA Magazine Editor Cinthia Priest and NMRA Marketing Consultant Cristina Zambri, bringing their trains back to the yard.

Final words: If [Miniatur Wunderland](#) in Hamburg is on your Bucket List, put the [Amherst Model Railroad Hobby Show](#) on your Once-a-Year List! **ML**



The Valley Local is an amazing, well thought-out, and beautiful layout!



Building a 4x6 Raffle Layout

Fun, Volunteerism, Learning, and an Electric Fly Swatter

by Cliff Scherer

There are lots of “how to build a layout” websites, YouTube videos, articles, and so on out there, but this one is different. It applies to the experienced and inexperienced hobbyist equally, but differently. (And if you’re only reading because of the electric fly swatter, then please follow along for a bit!)

We built this layout for the Austin Model Railway Society (AMRS). A major portion of this non-profit club’s funding comes from the Austin Train Show, which the club sponsors each year. At the show a small layout, built by club members, is raffled in support of the club. This year’s show will be May 6 and 7 at the Palmer Event Center in Austin, Texas. Check it out here: <https://austintrainshow.org/>.

Those of us who have joined model railroad clubs know the benefits: networking with like-minded people, gaining access to a complete layout where you get to run your own trains or the club’s trains, gaining experience helping on the layout, inspiration for your own layout and many other reasons.

The building of the AMRS raffle layout is an example of another reason to get involved in this club. The 2023 layout was built by volunteer AMRS members over the course of several Thursday meetings at one of the team member’s homes. The experienced got to show their knowledge and

the less experienced got to learn something hands-on – as in: “Take this TiteBond and this wet water and glue down that talus”.

But something even better came together – impromptu clinics where the experienced could see other ways to do it and the less experienced could see lots of ways to do it. One of these pop-up clinics occurred when Jerry Wilson showed us several ways of putting down static grass ground cover. He used small screen sifters, commercial contraptions like the Noch and, yes, he used the battery powered end of an electric fly swatter along with other parts he fashioned together. Tim Giraud also stepped up with sessions on scenery methods and Mike Barrett gave great info on installing Caboose Industries ground throws in tight spaces. Even these experienced modelers benefited from seeing “the other way to do it”.

The team got a great deal of satisfaction from completing the 4x6 layout together, having fun along the way, and knowing the end result will ultimately benefit the AMRS.

Enough chatter, let’s get to the layout build. This is presented as a photo journal of the build from start to finish roughly in chronological order. Enjoy! **ML**



Constructing the Layout Base

The layout base was constructed of ½” plywood for the frame and ¼” plywood for the layout surface. To stiffen the layout a grid pattern was used and holes pre-drilled for electrical bus lines. The thinner plywood was selected for portability. All fastening was done with a brad nailer and wood glue. Not shown are the “legs” which were 2 plastic sawhorses. These allowed for easy portability and storage. Notches were cut as needed in the cross frames to accept the top edges of the saw horses.

Borrowing from the Old to Make the New

Since this layout is intended to be raffled as a fund raiser, cost control was important. This meant using items that the AMRS had on-hand where possible. A recently donated, partially completed layout formed the foundation for this effort. Ultimately, it was decided the donated layout would not work because of size and weight. But there was a complete lake scene on one end that was cut from the donated layout and incorporated into the raffle layout. Here, several of the volunteers are disassembling the donated layout.



Cutting Out a Lake

Here is the lake scene successfully removed from the donated 3'x8' layout by Jerry Wilson. The scene had structures and details which have been set aside for the removal; these would eventually be re-used on the raffle layout.

Nestling the Lake into the Layout

The raffle layout is 4'x6' and the lake scene fits nicely into it. This image shows where it will go. Making the cuts to nestle it into the layout surface was a tedious job and Tim Giraud did it perfectly using an oscillating multi-tool.



Mapping Out the Track Plan

The track plan was drawn to scale and then full-size on the layout by Tim Giraud with input from the other volunteers. The curves were drawn by actually placing Atlas Snap track in the appropriate radius directly on the layout surface.



Installing Roadbed

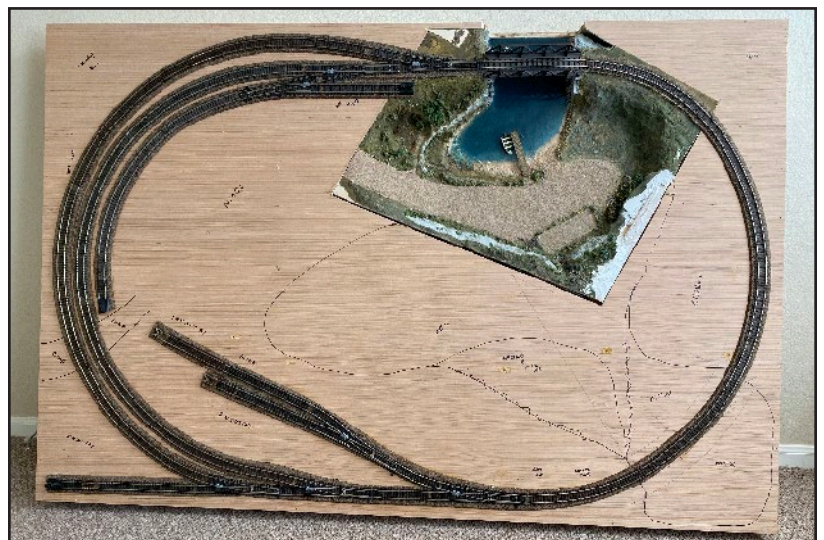
The cork roadbed was put down using Titebond and push pins.

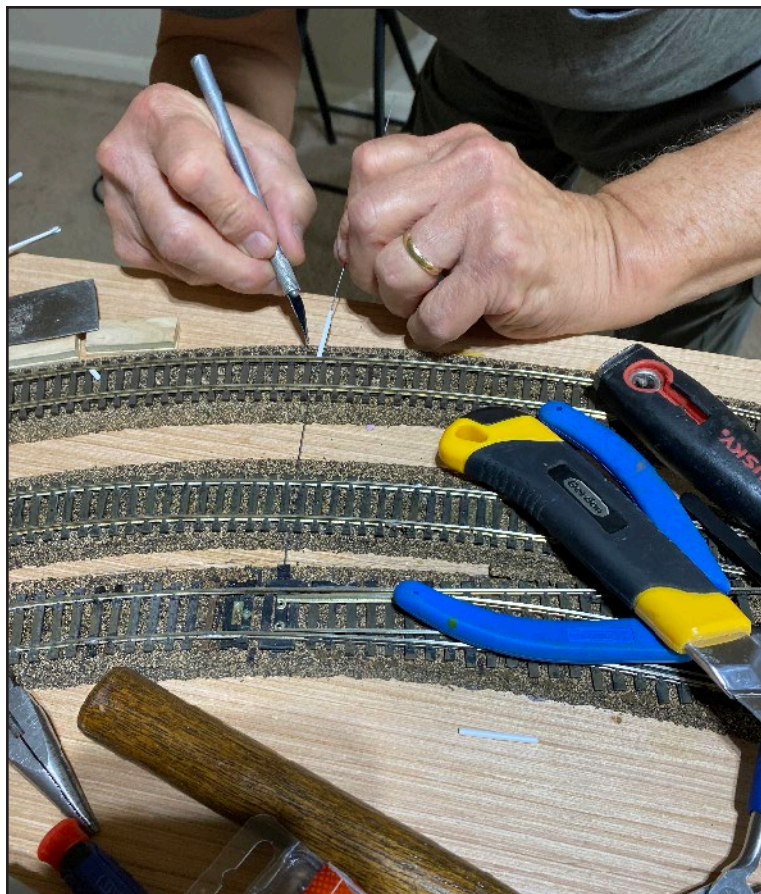
Laying Track

Next came putting down the track. The layout utilized Code 100 Atlas Snap track and flex track from a stash that the AMRS had on-hand, and Atlas Snap Switches were donated. Here, Tim fits a turnout in place. The track was glued down with Titebond.



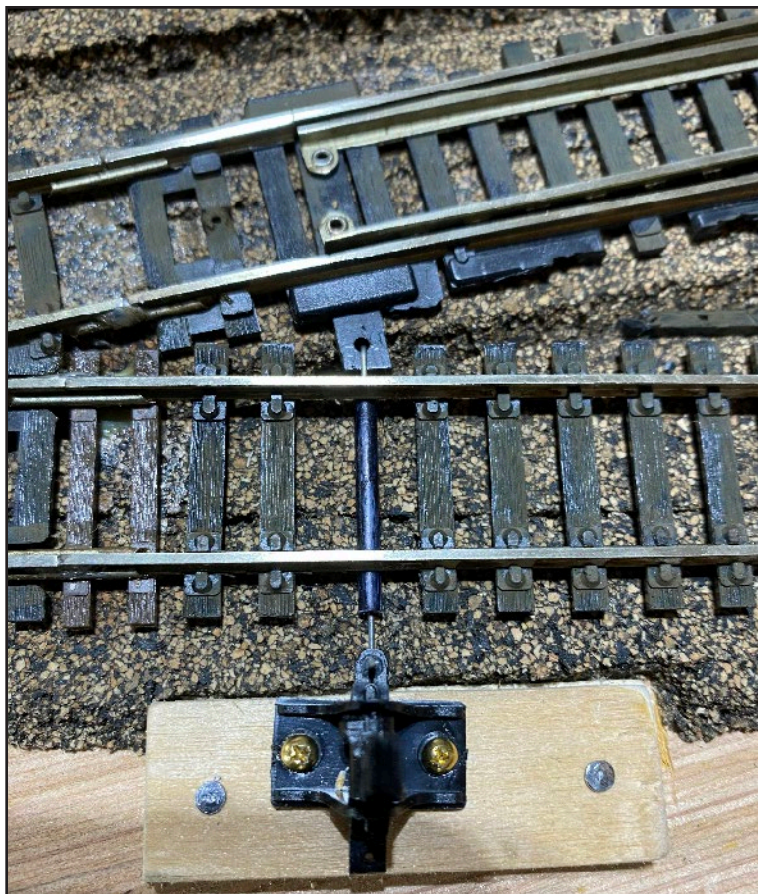
Starting to look like a real layout! All track is in place and the lake scene can be seen embedded into its new home.





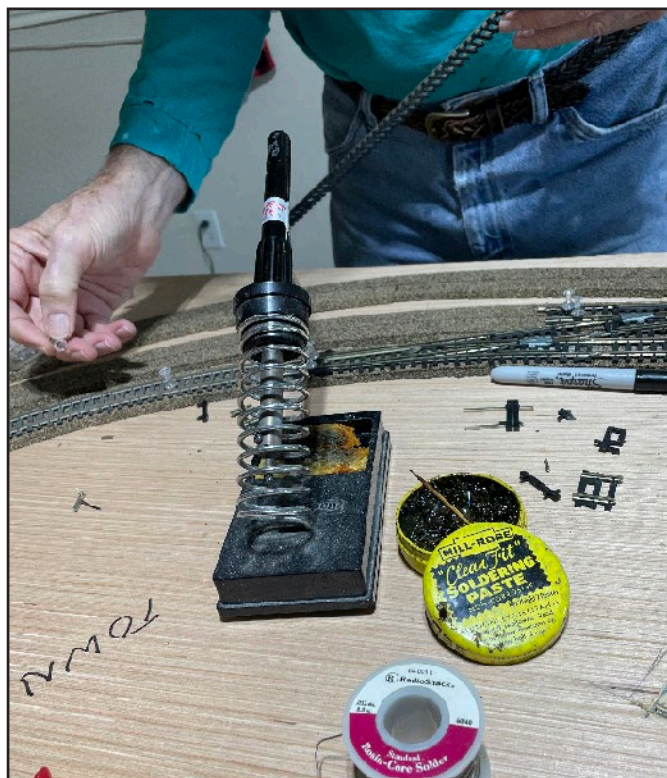
Turnout Throw Clinic

One of the real advantages in volunteering on this project was for the less experienced modelers. Here, we get an impromptu mini-clinic from Mike Barrett on installing turnout throws. Some of these had to be positioned one or more tracks away from the turnout that they controlled. In this image, the wire in Mike's left hand will terminate at a Caboose Industries turnout throw on the edge of the layout. This will allow controlling the turnout without having to reach across multiple tracks.



Install Turnout Throws

A completed turnout throw with the throw-bar (wire) running under the adjacent track. A small block of wood supports the turnout throw to match the height of the cork roadbed.



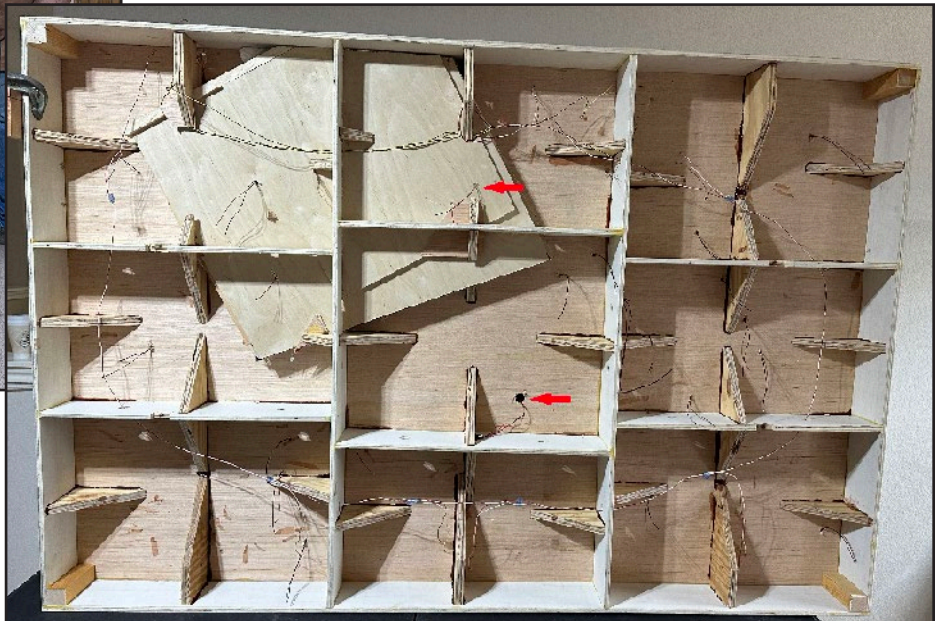
Solder Track Joints

All track joints were soldered and two tracks are isolated: the main going through town and the passing siding.



Install Wire Bus and Feeders

Tim Giraud works on the wiring bus and feeders under the layout. The track bus was 22 AWG solid strand wire, and the track feeders were 26 AWG solid strand. Scotchlok connectors were used. Note the gussets that were installed to stiffen the layout. These were put in place with thickened epoxy. They added about 15 pounds to the layout but made it much more rigid.



Install Lighting Bus for Buildings

The two red arrows indicate two of the many lighting feeders. These were located by drawing the locations for buildings on the layout surface and then drilling through for the feeders. The lighting bus will be installed to connect each of these feeders to power. The lighting bus is wired with 26 AWG solid strand.



Tunnel Liner Clinic

Another clinic for the newer modelers covered the construction of the tunnel liner. Tim showed us how to do it using Woodland Scenics molds and plaster of Paris for the castings. He used a foam template to determine how to cut the tunnel sections where they join to create a curving tunnel.

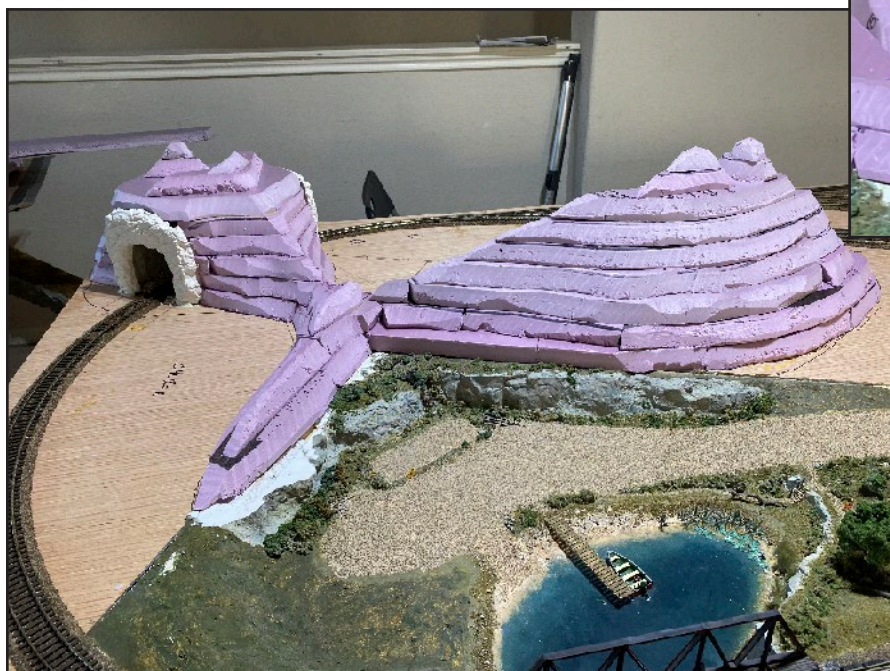


Install Pre-Cast Tunnel

Tim shows us how to install the completed tunnel liner on the layout, ballasting the track that will be in the tunnel first.

Create Land Forms

The mountain was constructed using pink insulation foam glued with Titebond Original and held by toothpicks until the glue set. Here, Lisa Cobb has a hand in mountain building.



The completed mountain base. Tim did most of the foam shaping by using a utility razor knife to precut the rough shape for each layer of foam. Since rock molds would be added later, it was not necessary to do further shaping on the foam – quick and easy if you can envision the resulting shapes when cutting.



Installing the Mine Shaft

The layout uses four distinct scenes to give it interest and the feel that it's larger than it is. The mine scene is one of these. Here, our group of miners are proud of themselves after digging the shaft. You can see it in the side of the mountain on the left with the mine tippie sitting in front of it.

Rock Castings

The rock castings were custom made by Tim Giraud using molds he created from actual rocks with Woodland Scenics latex rubber and cheesecloth. Tim used plaster of paris to create the castings.



Tim (L) and Joe Dumas (R) attach a casting to the mountain using liquid nails.



The mountain with its rocks in place.

Paint and Weather the Mountain

The mountains were painted with a mix of acrylics and water with a drop of dish detergent. This was mixed to a thin wash. The colors were yellow ochre, burnt amber, and burnt sienna. The wash was applied dabbing randomly using a ½" sponge brush. After this dried, the mountains were misted using a spray bottle filled with 1 pint of rubbing alcohol and 3 teaspoons of india ink.



A tan latex paint was used to paint paths on the mountain and areas of the layout top that would receive ground cover.



In this image, the mountain has been painted and weathered. It's nearly impossible to see the integration between the existing lake scene and the newly created mountain.

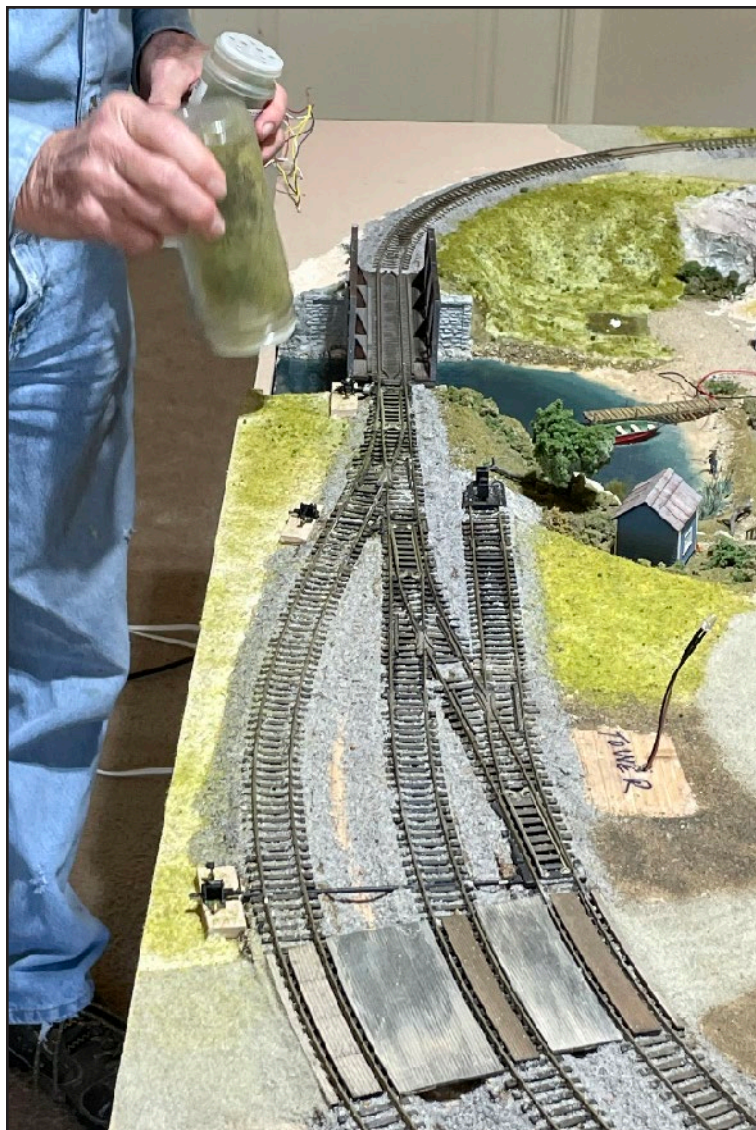
Selecting Buildings

The AMRS had several buildings available to include on the layout and the team had to select among them to fit the available space and the scenes. Some of them were kits needing to be built, others were completed kits. The volunteers took buildings home to make repairs on some and complete those that were in kit form.



Building Layout

The buildings were placed on the layout in their correct locations and their outlines marked. This allowed the team to put down ground cover around the buildings and drill holes for building lighting. It also gave a final check of clearances and overall appearance.



Ground Cover and Gravel Roads

Areas to be covered by ground cover were painted with a tan latex paint, then Titebond was painted onto the areas and ground foam, or static grass was added. The road surfaces were gravel put down by painting on Titebond, sprinkling the gravel (fine scale ballast) and spraying with wet water.



Wood Grade Crossings

Grade crossings were cut from scale scribed wood planking and fixed in place with CA glue. Here Cliff Scherer fits a curved double-track grade crossing.

Ballast

Before ballasting, the track ties were weathered with Woodland Scenics paint pens. The ballast was fixed by spraying with wet water and then drizzling Elmer's white glue diluted 1 part glue to 3 parts water.





Ground Cover Clinic

When it came to static grass, Jerry Wilson stepped in with a clinic. He showed the team several ways of adding static grass including a DIY applicator made from the handle of an electric fly swatter and the commercially available NOCH applicator. We also experimented with different combinations of straight and diluted glue.

Putting Down Ground Cover

Here, George Zapalac and Joe are putting down ground cover. Note the LED's sticking up through holes in the layout where buildings will be placed.



Adding Shrubs

Tim adds shrubs to the mountain while Joe looks on.



A drone's-eye view of the layout with ground cover installed but still needing trees.



Building Lighting

Most buildings have LED lighting as shown here with the resort cabin scene.

Talus for a Realistic Mountain

Tim places talus (rock rubble) around the base of the mountains simulating fallen rock. The talus was glued in place with diluted Titebond and wet water.





Adding People and Vehicles

There are people and vehicles all over the layout. Here, the miner and his mine car have been glued in place. Note that the use of a mirror makes mine shaft appear to go deep into the mountain; it's only 2" deep.

Fishermen and a couple of folks on a bench were added to enjoy the lake.



Adding Trees

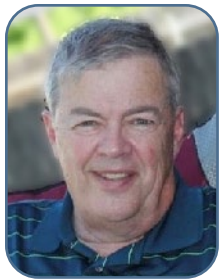
Finally, trees were added. The layout surface is plywood so small holes were drilled and trees placed with either Titebond or CA glue depending on what worked best for each tree.



The Complete Layout – Ready for the Raffle and its New Home

A layout turned out very nice, and you can tell by the smiles that it was fun to build!





Introduction to DCC

by Tom Pearson



Hello! My name is Tom Pearson, and I volunteered to share some of my accumulated DCC knowledge via the Marker Lamp. I am a long-time model railroader and a 51-year member of the NMRA. I lived in central Texas from 1986 until 2014 and then moved to Benbrook (southwest of Fort Worth). I'm embarrassed to say I haven't completed the paperwork for anything in the Achievement program yet, but that will change soon.

I purchased my first DCC system in the late 1990's because I was building a walk around layout and a using a centralized DC control panel just wasn't going to work. As the saying goes, I wanted to operate trains instead of operating the layout. Over the years, I've helped several modelers convert their layouts to DCC. I also prepared several DCC clinics with the most recent ones covering the basics of DecoderPro. I am not a bits and bytes guy just an experienced user who likes to explain things in ways everyone can understand.

Choosing a DCC system depends on several things, but I believe it is important to try different systems and find a group of local friends/modelers using the same brand. I happen to own Digitrax, but I have worked on layouts with NCE and EasyDCC systems.

Some of the key terms associated with DCC are as follows:

- **Command Station** - a device which converts user input from a throttle into a signal a decoder equipped locomotive interpret and use
- **Throttle** - a user interface device which sends the operator's desired movement, lighting and sound information to the command station.
- **Booster** - a device which provides a fixed voltage to the track with the included DCC information. Boosters are rated based on the amperage they can supply
- **Decoder** - a small device installed in a locomotive which is connected between the track and the motor, lights, speaker, etc. It decodes the DCC signal from the track and uses it to operate the functions of the locomotive.
- **Function** - one or more visible or audible responses from a decoder (such as the headlight turning on)

The best thing about DCC is that the NMRA used information shared by Lenz to create a standard protocol for the communications between the track and the decoders so that all decoders can run on any DCC system. The communication between the throttles and the command station are proprietary so throttles from vendor A won't work with a command station from vendor B. However, throttles connected via WiFi are bridging that gap.

Stay tuned for more in issues to come! **ML**



(Top) Soundtraxx Tsunami 2
TSU-1100 Decoder

(Above) Digitrax DCS-100
Command Station

(Left) CVP Products EasyDCC
T2300 Wireless Throttle



You May All Go [Bleep], And I Will Go To Texas!

The 2023 Texas Express NMRA National Convention

by Riley Triggs

2023 Texas Express Marketing Chair, NMRA Publicity Chair, and LSR Publicity Chair

rileytriggs@gmail.com

Davy Crockett was obviously eager to visit the railroading delights of the Dallas - Fort Worth Metroplex when he uttered his famous quote, “you may all go to [bleep], and I will go to Texas!” after losing his Tennessee bid for the U.S. Congress. Even though technically he would have to wait another 37 years until the first railroad showed up in Dallas in 1872, I’m fairly certain Davy was headed to DFW because it’s a great place for trains!

Regardless of Davy’s motives, I’m actually sure that you will be as enthusiastic about the next installment of our annual NMRA national convention, the supercharged, high-speed Texas Express to be held August 20-26th in DFW! There is a great venue, lots of nearby prototype action and tours, and of course tons of clinics, layouts, operating sessions, and general interest tours to inform and to entertain for the entire convention week culminating with the banquet and National Train Show.

To make it as convenient and comfortable as possible, the Texas Express will be held smack dab between Dallas and Fort Worth at the Gaylord Texan Resort and Convention Center in Grapevine, Texas. The Gaylord is located a

short 6 miles from DFW International Airport on majestic Lake Grapevine and about 5 minutes away from historic downtown Grapevine. The resort itself is a fantastic venue and value.

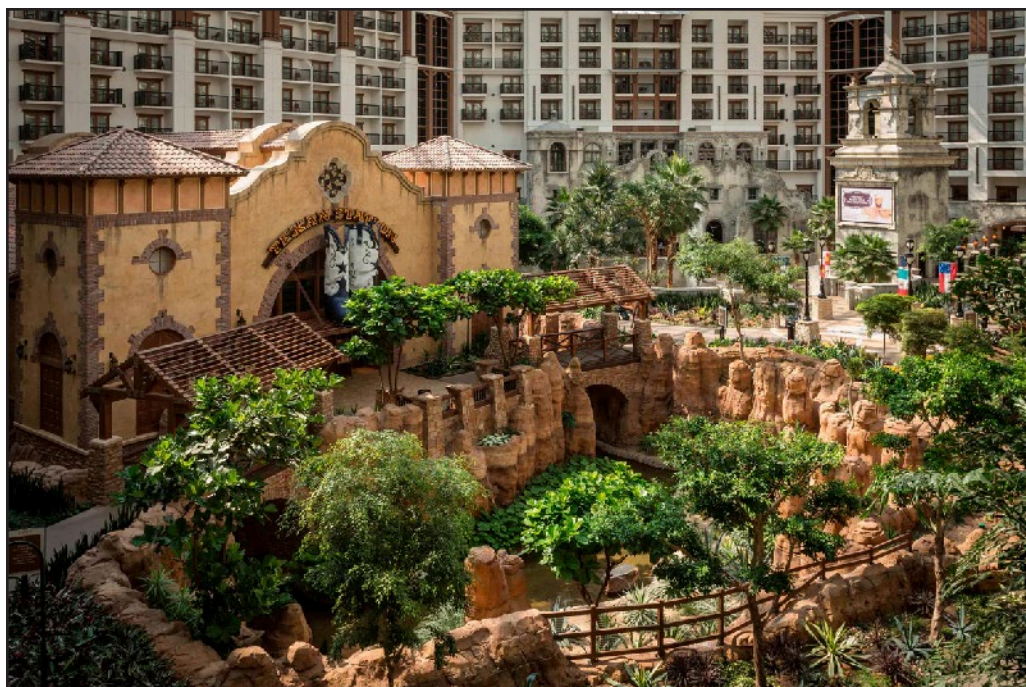
All of the clinics, the banquet, Celebration of Models, Photos & Crafts, SIGs, Operations Roadshow, tour departures, and National Train Show will be held at the Gaylord Resort, which has many desirable amenities to make your stay comfortable and enjoyable. There are four and a half acres of indoor gardens, luxurious day spa, seasonal waterpark and two pools. You definitely won’t go hungry with 10 restaurants and bars including a sports bar and grill with a 52-foot screen; Italian-American cuisine including freshly made pasta, specialty dishes, brick-oven pizzas and homemade charcuterie in a villa-style courtyard setting; fresh Tex-Mex by the indoor river; a surf and turf steakhouse in a wine-cellar atmosphere; and casual quick-grab places for coffee, salads, and sandwiches. While food is always important, that will certainly not be the only satisfying part of your week.

The backbone of this convention is the clinics – there are dozens and dozens of clinics and counting being scheduled for all scales throughout the week. Every aspect of model railroading is covered: prototype signaling, easy trees, DCC wiring, Arduinos, dead rail, track warrants, model photography, and so much more. The clinicians are notable modelers both local and many coming from out of the LSR region as well as many Master Model Railroaders®.

Speaking of MMRs®, eight Modeling with the Masters® make-and-take clinics are also on tap, so plan to bring your own tools and take a special learning moment home with you. There will also be craft clinics and the traditional Linus Project room for making quilts to donate to children in need of a warm blanket. When you are not in a clinic room making quilts or learning the latest



The Gaylord Texan Resort and Convention Center



The 2.5 acre indoor gardens and atrium at the Gaylord

modeling techniques, there are a host of tours that get you out and about in the railroad towns of Dallas and Fort Worth.

The prototype tours take advantage of the rich and continuing railroad heritage of the DFW Metroplex. From historic station tours of the T&P, ATSF, and Dallas Union stations led by Elliot Wright, a practicing and certified Secretary of the Interior historic architectural preservation specialist who happens to love railroads, too. He will take you on a tour of three historic and very different stations by Trinity Railway Express commuter train to Dallas, Fort Worth, and back to the Gaylord. If prototype trains are your thing, there are several other tours that you will also find fascinating.

For public transit lovers, there is a tour of the McKinney Avenue Transit Authority trolley barn and a private trolley ride. Take a behind-the-scenes peek into their backshop

barn to learn how trolleys from all over the world are being restored to active service on a line that runs from the unique McKinney Avenue across the highway to downtown Dallas. Meanwhile up the tracks in Frisco, spend a morning at the Museum of the American Railroad for indoor museum exhibits, G-scale TrainTopia layout, and a varied roster of prototype locomotives. In the yard, you will find UP's No. 4018 Big Boy, ATSF Brill Motorcar, and FM H12-44, BNSF SDFP-45, CN F-7AU, FNDM Alco PA, ex PRR GG1, 4-8-4 Northern, and many more. There's also freight and passenger cars and a relocated depot as well as an interlocking tower.

For more historic railroading, there is the Texas State Railroad one-and-a-half-hour excursion starting in their backshop, followed by a provided lunch, and then a journey by steam or vintage diesel locomotive out of the depot in Rusk through the scenic Piney Woods and 135 years of history. First class cars provide comfort with beverage and snack service and are ADA accessible. More historic railroading is available back close to the Gaylord.

The Grapevine Vintage Railroad departs from a Cotton Belt Route station near the heart of picturesque Main Street for a ride through six different cities ending up at the historic Fort Worth Stockyards and a tour of their rail shops and historic equipment. Explore the Stockyards for shopping and the history of the cattle drives and the cowboys who drove them before returning to the Gaylord. If contemporary prototypes are your thing, we've got a couple of special treats for you.

The first is a railfan experience down to the many industries in train-watching hotbed Saginaw, Texas.



Tour the McKinney Avenue Transit Authority trolley barn



Visit the BNSF Network Operations Center (above) and the Museum of the American Railroad (below)

Anchored by the grain elevators, this hassle-free railfanning location offers a chance to see the intersection of three lines of the BNSF and Union Pacific. BNSF's Fort Worth Subdivision (former Santa Fe) from Gainesville to Temple, Texas runs through Saginaw from north to south, and Union Pacific's Duncan Subdivision (the former Rock Island line from Wichita, Kansas) approaches town from the northwest running parallel to the BNSF Wichita Falls Subdivision for several miles south from Hicks Airport. At Saginaw Interlocking, the UP line curves to the south to parallel the BNSF Ft. Worth Sub toward downtown Ft. Worth. In addition to the mainline traffic, there is industry switcher action and work at the UP Saginaw Yard to watch. For a look inside railroading, the highlight tour of the week is the BNSF Headquarters.

How does the BNSF keep its long trains moving across the country 24/7? It all happens at the huge BNSF train dispatching center in the Network Operations Center (NOC) at their Fort Worth headquarters. Originally opened in 1995 and renovated in 2017, the NOC boasts an operating floor the size of a football field and the largest single-span projector ever manufactured with displays of weather and trains on the system. This vast area and cutting-edge technology allow the 100-plus dispatchers and support staff during each of the three shifts to efficiently perform their duties. Also on this tour will be a rare opportunity to see the BNSF collection of Western Art including the desk of the "Empire Builder", Mr. James J. Hill. Lunch will be

provided followed by a driving tour of the nearby BNSF Alliance yard.

The DFW area is also home to many world-class museums. General interest tours will take advantage of the central Grapevine location to offer trips to both Dallas and Fort Worth. For the art lovers, there's the architecturally significant Kimball, Fort Worth Modern, and Sid Richardson art museums plus for all the acclaimed Fort Worth Zoo and a trip to enjoy dinner and an evening at the world famous Billy Bob's Texas Honky Tonk.

On the other side of the Metroplex are the JFK Sixth Floor

Museum, North Park Mall, a Grapevine Wine Tour, a tour of AT&T Stadium (Dallas Cowboys) and Globe Life Field (Texas Rangers). Rounding out a very full week of Dallas offerings are trips to the George W Bush Presidential Center and the Perot Museum of Science. Mix up your clinic time with a couple of these tours for a complete experience of DFW.

Another highlight of any convention are the layout visits. Both bus and self-guided tours will be offered of some of the finest layouts in the country. The many home layouts of great modelers are grouped by geographic proximity. There are also opportunities to operate on many of these layouts





Enjoy the Texas State Railroad Tour



Two of many amazing layouts on tour, Michael Ross' Virginian Railroad (above) and Leo and Lorrie Palitti's Black Bear and Bayou Railroad (right)



as well as a Free-moN layout at the convention site with modules from far and wide run by the Operations Roadshow crew. They will present a primer clinic so anyone with or without prior operating experience can enjoy a session right there at the convention.

Remember to also bring your models to the convention's Celebration of Models, Photos, & Crafts room with both contest and non-competitive appreciation displays of excellent modelling from around the country. You can also check out the special interest group (SIG) room and maybe even join one! Be sure to enter your creation in the just-for-the-fun-of-it Mini Diorama contest that is right for all ages and abilities to enjoy.

The busy week wraps up with the National Train Show weekend held at the Gaylord. Attendees of the convention will get priority



Our special guest speaker, host of Tracks Ahead, Spencer Christian



Lee Bangma, MMR's Chinook Southern and Poudre Valley Railroads

access Friday morning before the general public. Then Saturday's closing banquet features special guest speaker and host of Tracks Ahead, Spencer Christian.

For more details and to register for all this prototype and modeling fun, go to 2023TexasExpress.com. Then later you will be able to select additional activities as they are confirmed in the next couple of months. Stay tuned to social media channels by following and liking the **NMRA 2023 Texas Express** on [Facebook](#), [Instagram](#) and Twitter for updates and more information. Now you're set to experience all of the railroading fun in DFW that would have made Davy Crockett so emphatic to come to Texas! **ML**



The 1957 National NMRA Convention

by Bob Barnett, MMR

This August the Dallas and Fort Worth Divisions will host the NMRA National Convention in Grapevine. It is the first NMRA Convention hosted in D-FW and the third hosted in Texas. But, did you know there was almost an NMRA National held in Dallas in the early 1950's? The Lone Star Region was formed in 1951 and got off to a great start recruiting new members all over Texas. The

enthusiasm was high. Herb Schultz, the then president of the NMRA suggested that Texas would be a great place to have an NMRA convention in the near future. So, the group of modelers in Dallas that had originally pushed the petition to the NMRA to create the region went into high gear and put together a bid to host the NMRA National in 1953 or 1954. The bid was carried to the National, but the membership

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REGISTRATION	TECHNICAL PROGRAM
Ivan J. Nash	Cliff Robinson
PUBLIC RELATIONS - POLICING	MODEL EXHIBIT AND CONSTRUCTION CONTESTS
Wm. D. Denton, Jr.	Charles Dyer
PRINTING AND PROGRAM	AUCTION
Gus H. Freitag, Jr.	Red Mailander
PUBLICITY	PIKE VISITATION - TRANSPORTATION
John E. Loeffler, Sr. - National	Dave Milton
Robert Holbert - Regional	
MOVIE THEATRE - HALL OF EXHIBITS	HOTEL PIKE - HALL OF EXHIBITS
Tom McMahon	Hal Riggs
RULES AND JUDGING	Bob Hairline
Pete Peterson	
AWARDS	MODEL PERFORMANCE CONTEST
O. S. Lattimore, III	Kenneth Caulking
	R. F. (Dick) Schiveley, Jr.

- 2 -

- 3 -

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voted to accept the bid from another city and the almost-to-be Dallas NMRA convention faded to history.

But the LSR bounced back and submitted a bid for the 1957 NMRA National to be held in Houston, and that bid was accepted. The non-acceptance of the "other bid" for the earlier convention should not be interpreted as a snub of Dallas as several Dallas modelers were well known around the region and becoming known nationally. Bobby and Buddy Hall owned one of the best known hobby shops in the south and Bill McClanahan was a familiar author in the hobby press and on his way to becoming the scenery expert for model railroading.

In retrospect it is amazing that the LSR, then only a year or two old, would have the fortitude to undertake a national convention. But their second time at bat worked and the LSR found itself hosting the 1957 NMRA National. I will share more detail on that in future articles, but for now, here are some pages from the 1957 Convention Guide. Till next time.

Robert W. Barnett, NMRA

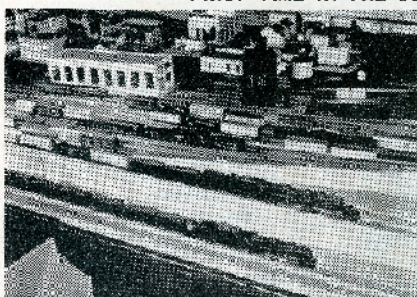
LSR Historian

❖ The Miniature ❖

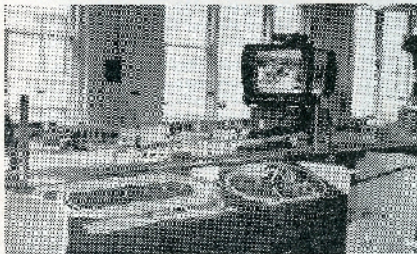
Baltimore & Ohio Railroad

VALUE - \$25,000.00

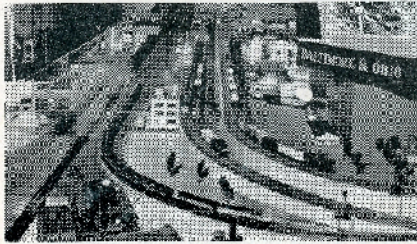
FIRST TIME IN THE SOUTHWEST



A Glimpse of its Massive Motive Power



Elaborate and Extensive Electric Controls Required



Looking down the Main Line

❖ Your Convention Pike ❖

THE BALTIMORE & OHIO RAILROAD (B&O)

THE KATY SYSTEM (MK&T)

THE MISSOURI PACIFIC LINES (MP)

Assisted by
GEORGE HARRIS of the
Harris Moving & Storage Co.

All Combined . . .

Bring to you one of the World's
Finest Miniature Railroads.

A Double lap, on high and
low level tracks, around a
Circuit of 10 x 30 feet!


At The
SHAMROCK-HILTON
HALL OF EXHIBITS

Beginning
THURSDAY, AUGUST 29
thru SEPTEMBER 1st.

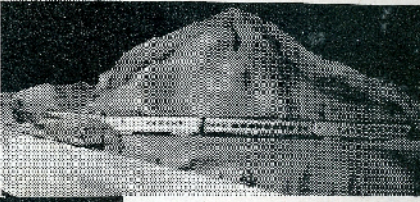
❖

Come and see the trains
traveling at a scale speed
of 80 miles per hour, on
time schedules. This su-
perb miniature system was
designed by Lawrence W.
Sagle, Public Relations
representative of the Bal-
timore & Ohio Railroad.
Larry is an Ex-President
of NMRA. Don't miss his
lecture on Proto-type Op-
erations.

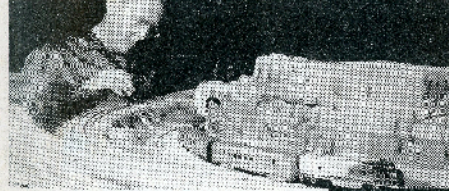
THE
TEXAS
WESTERN
RAILROAD



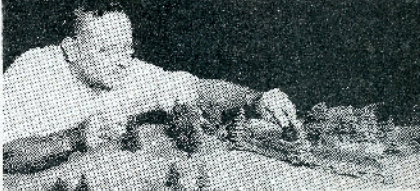
HAL RIGGS



OLD SMOKEY



IVAN NASH



BOB HAINLINE



DAVE MILTON

("Do you have some motive power to operate on the pike?")

**B&O Traveling Display Layout
and Home Layouts from the 1957 NMRA National Convention**

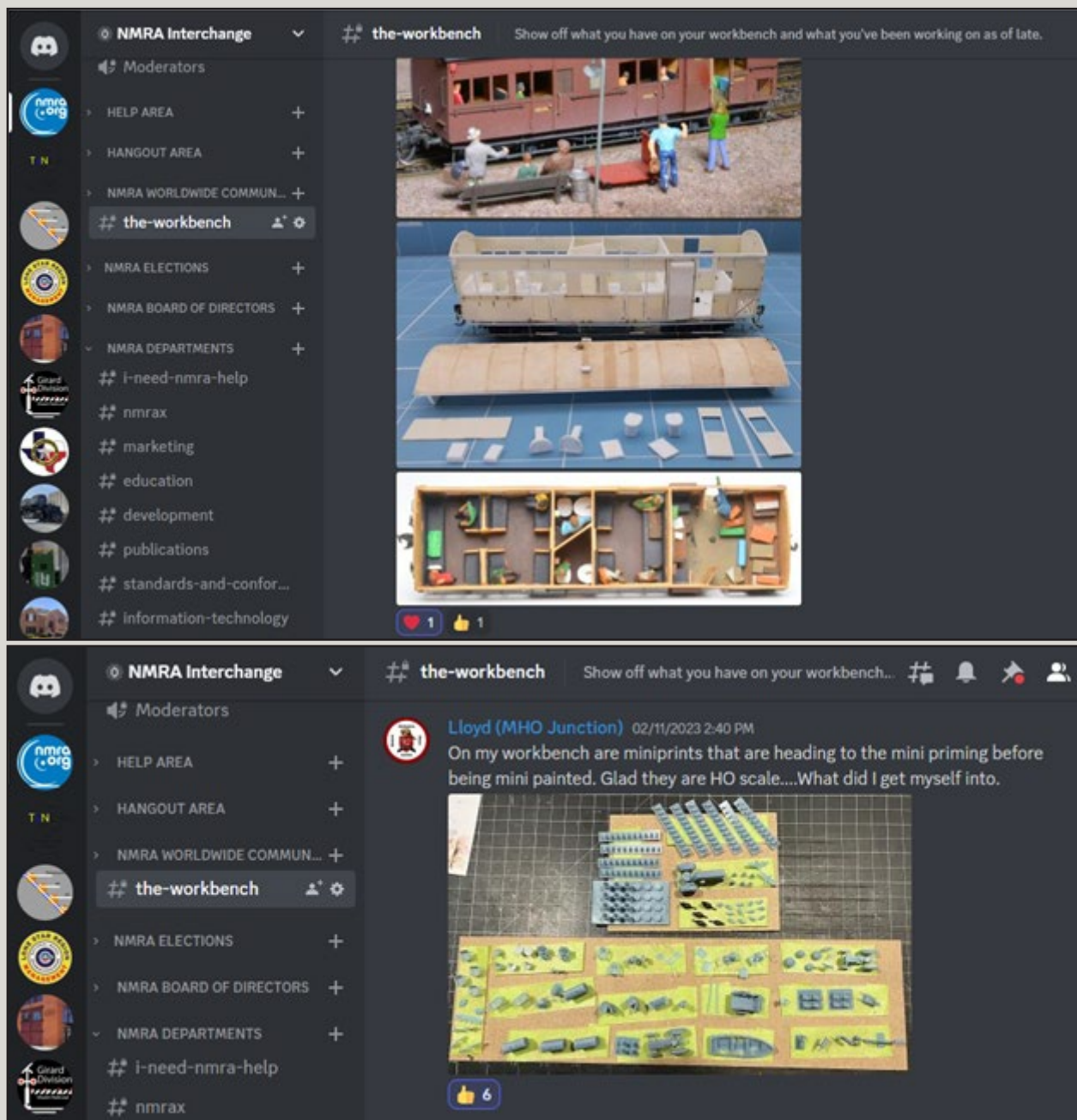
44 ML FEBRUARY 2023

Enjoying the new NMRA Interchange

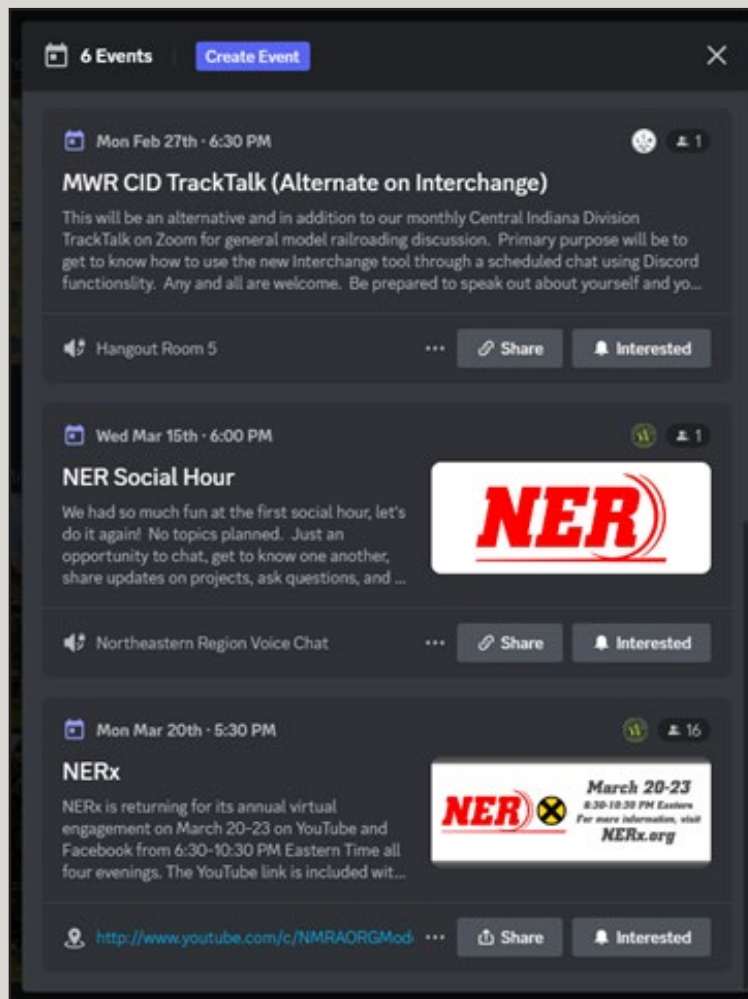
by Speed Muller

The NMRA Interchange is a new place to ask questions, provide answers, post events, share ideas and make friends. It is implemented as a Discord server and contains categories for welcoming members, a help area, the NMRA worldwide community, the NMRA Board of Directors, each of the Departments, the Achievement Program, Special Interest Groups, the basics (of modeling), the prototype (railroads), general interest groups and then each of the 17 regions. For all the details, go to <https://www.nmra.org/nmra-interchange>...but here are some of the great things you can enjoy!

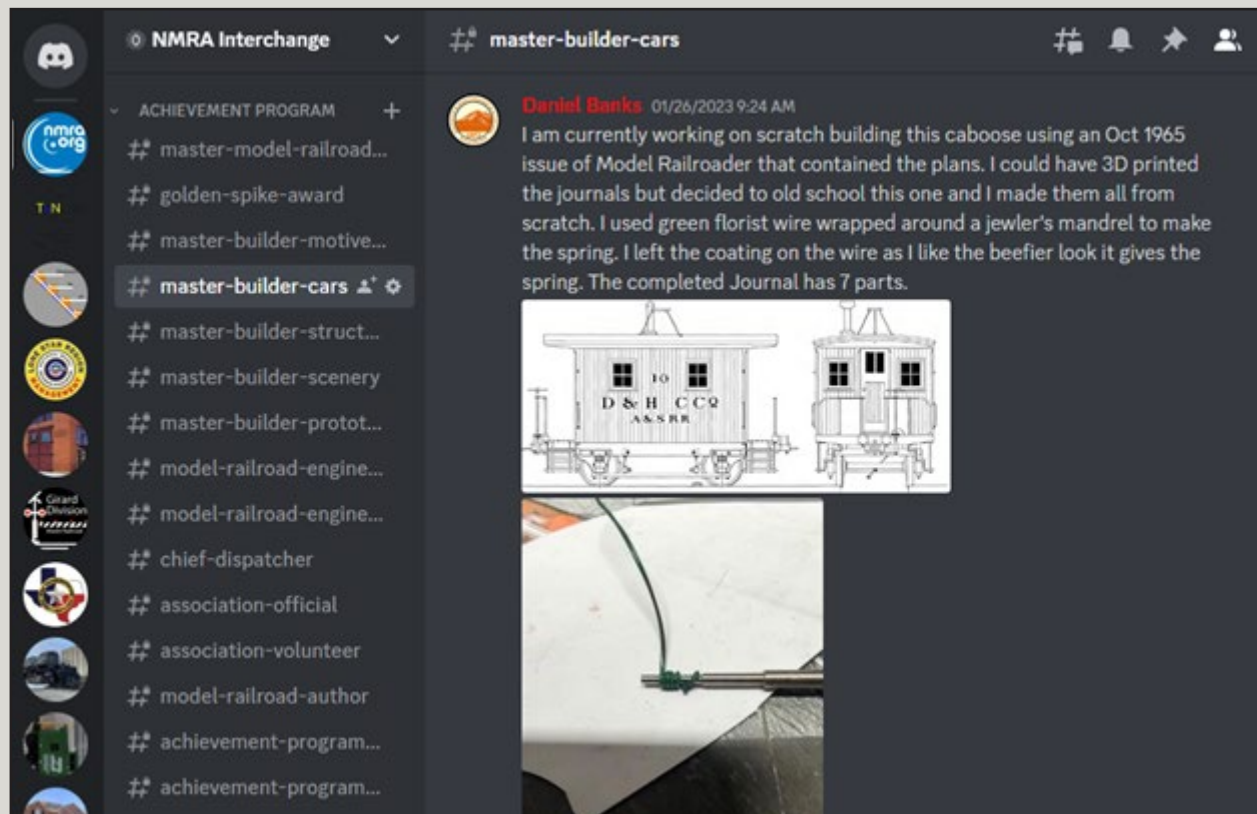
Every day, people post in #the-workbench channel about projects they're working on:



Events are scheduled:



You can ask questions and discuss ideas in any of the ACHIEVEMENT PROGRAM channels:



You can pick up new skills and help others in THE BASICS:

NMRA Interchange **lcc**

THE BASICS

- # beginner-questions
- # benchwork
- # track-laying
- # scenery
- # electrical
- # dcc
- # **lcc**
- # 3d-printing
- # lasers
- # animation
- # casting
- # clinics
- # cnc
- # jmri
- # rolling-line
- # track-planning-software
- # trainz

Speed 01/09/2023 7:10 PM
<https://www.nmra.org/lcc>

bocabob 01/09/2023 7:26 PM
 I really enjoyed Jeff Gerow's clinic - LCC, a better way to move points. <https://www.youtube.com/watch?v=ZsnLhOQSNzs> I noticed that the Tower firmware version of his implementation was a bit dated which explained to me why he used two Tower input lines for each Tortoise machine. The January issue of the NMRA magazine has an article by me (shameless plug) on how to use a single Tower line to accomplish the same thing. Saves a bit of coin. (edited)

YouTube
NMRA ORG
Jeff Gerow LCC A Better Way To Move Points

4

You can see modeling in different eras (and brag about yours):

NMRA Interchange **modeling-the-1950s**

- # british-modellers-of-t...
- # shelf-layouts
- # freelance-modeling
- # modeling-pre-1900s
- # modeling-1900-to-1940
- # modeling-the-1940s
- # **modeling-the-1950s**
- # modeling-the-1960s
- # modeling-the-1970s
- # modeling-the-1980s
- # modeling-the-1990s
- # modeling-the-2000s
- > SPECIAL INTEREST GROUPS
- > PODCASTS/VLOG GROUPS
- > PROTOTYPE A-M
- # the-prototype-room
- # apply-here-for-one-m...
- # prototype-from-a-thr...

Dave Gunn 02/07/2023 1:26 PM
 Hi All My passion is scratch building Canadian National in the 1950's.

Anyone else with the same thoughts?

Speed 02/07/2023 9:49 PM
 Discovered a new layout tonight in the DFW area!


Learn and share about prototype railroads:

NMRA Interchange ▾ prototype-from-a-through-m > **FEC: Florida East Coast Railway**

FEC: Florida East Coast ...

- CSXT: CSX Transportation
- LIRR: Long Island Rail Ro...
- GN: Great Northern Rail...
- G&SI: Gulf and Ship Islan...
- D&RGW: Denver and Rio ...
- EBT: East Broad Top Rail...
- LN: Louisville and Nashvi...
- MILW: Milwaukee Road
- MEC: Maine Central Rail...
- FXE: Ferromex
- KCS: Kansas City Southern
- IAIS: Iowa Interstate Rail...
- D&S: Durham and South...
- FWWR: Fort Worth and ...
- FWD: Fort Worth and De...
- CNJ: Central Railroad of ...
- CN: Canadian National


a project of Standard Oil principal Henry Flagler. He originally visited Florida with his...



React to Post

fire5506 Yesterday at 7:51 AM
I worked for the FEC Rwy for 37 1/2 years, until I retired.

Chuck FEC Yesterday at 11:06 AM
I model parts of the FEC and have followed it for many years now. Loco inspection shed and smaller car repair shed on my layout.



See news about your own Region and Division

(Congratulations Marc LaChey, MMR #725!)

NMRA Interchange ▾ **3103-division-3-the-trinity-river-division** 🔖 1 🔔 🔖 👤

BRITISH REGION (BR 3400) +

📌 LONE STAR REGION (LSR 3100) +

- 📌 lone-star-region-news
- 📌 lonestar-region-marke...
- 📌 3101-division-1-the-co...
- 📌 3102-division-2-the-b...
- 📌 **3103-division-3-th...** ⚙️
- 📌 3104-division-4-cen-t...
- 📌 3105-division-5-the-te...
- 📌 3106-division-6-the-s...
- 📌 3107-division-7-the-ea...
- 📌 3108-division-8-texas-...
- 📌 Lone Star Region Voic...

➤ MID-CENTRAL REGION (MCR ... +

➤ MID-CONTINENT REGION (M... +

➤ MID-EASTERN REGION (MER ... +

➤ MIDWEST REGION (MWR 2800) +

➤ NIAGARA FRONTIER REGION ... +

@3103-division-3-the-trinity-river-division, please tell us who is here?

Speed started a thread: **Clinics**. See all **threads**. 01/29/2023 6:38 AM

Clinics 1 Message ▾

Speed 17d ago

Duane391 01/29/2023 9:55 AM
Hey Speed. Great turnout for the D3 meeting yesterday. I counted 53 or 54 people there. We split the group out and Jerry lead a Model Railroading 101 clinic while Charles did a painting brass locomotives clinic. Marc LaChey was presented his MMR plaque and we also presented Donna Orr her Scenery Certificate and John Romberger his Cars Certificate.

👍 1

February 1, 2023

Speed 02/01/2023 5:09 PM
@RobertSecrest, over here!

February 2, 2023

@Duane391 Hey Speed. Great turnout for the D3 meeting yesterday. I counted 53 or 54 people there. We split the group out and Jerry lead a Model Railroading 101 clinic while Charles did a painting brass locomotives clinic. Marc LaChey was presented his MMR plaque and we also presented Donna Orr her Scenery Certificate and John Romberger his Cars Certificate.

RobertSecrest 02/02/2023 2:24 PM
53 + 1 guest

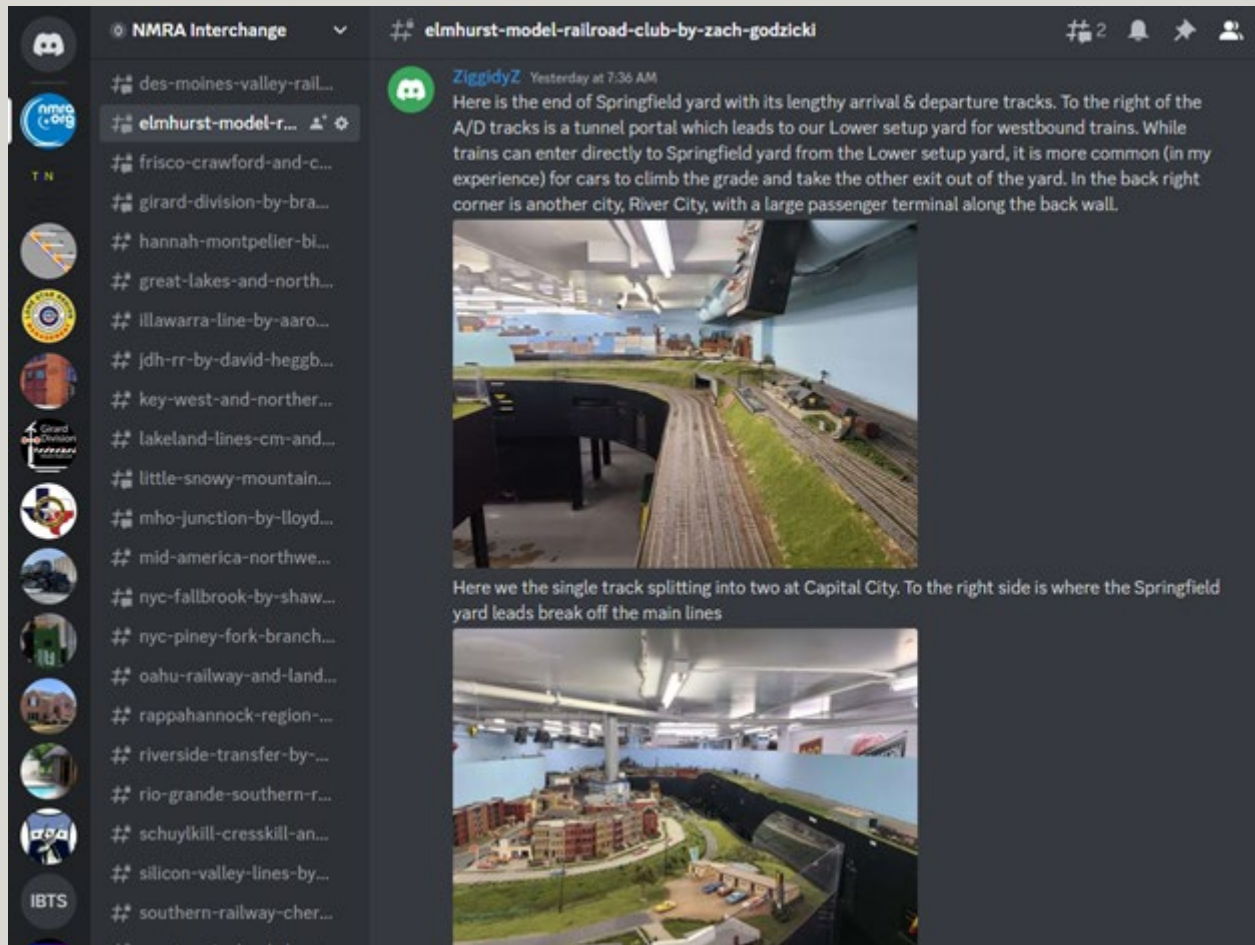
👍 1

February 10, 2023

Betty Mitchell 🌱 02/10/2023 12:56 PM
Hello there everyone

👍 1

You can 'like' (and 'heart'), reply and @mention, jump into #a-channel, or you can just discuss your railroad with us in MY MODELING:



So how do you join the Interchange?

Here are the 4 simple steps (If you don't like to read anything long the way):

1. Log into <https://nmra.org/nmra-interchange> and click on the **Discord Server** link at the bottom. Create a new Discord account if this is your first rodeo.
2. Type in **/onboard XXXXXX XX** (where the X's are your NMRA membership number).
3. Check your email - you'll get a **/clearance <code>** command to copy and paste into #the-lobby.
4. Thumbs up the #rules and enjoy!

All the steps are explained in a lot more detail on the web page linked above, it's easy to do. And do I mention it's free?

Ok, I'll say it this way, if Paul Hankins can join the Interchange, you can too!!!

Speed Muller
Interchange Bot Author

ML



Board of Directors Meeting Notes

MINUTES OF THE LONE STAR REGION BOARD MEETING Temple, Texas – February 05, 2023

President Donna Orr called the Annual Board meeting to order at 2:08 PM.

Roll call

All of the officers, directors and committee chairpersons were present except:

Voting Board Members:

Charles Goodrich

Phil Stewart

Don Kimmell

Non-voting Board Members:

Bill Dryden

Peter Kazmir

Visitors

None.

Motion 1: Minutes of Previous Meeting

Secretary Jeff Palmer provided a motion and **Don Winn** seconded to dispense with the reading of the minutes and approve, as published the Minutes of the May 05, 2022 Semi-Annual Board of Directors meeting published in the **2022 Fall** issue of **The Marker Lamp**. The motion designated as **2023-02-05 LSR Motion 1** passed.

Officers Reports

President Donna Orr

New things are happening in the NMRA. WIMR.....
Women In Model Railroad.

The NMRA is excited to offer the opportunity to women around the world to become members of this new Special Interest Group - Women in Model Railroad! As a recognized SIG within the NMRA, we expect this group to be vibrant in the world of model railroading.

The purpose of the Women in Model Railroad is to introduce, encourage and connect women in or

interested in the hobby of model railroading. The SIG is designed for education, enrichment, social interactions, and all-around fun. This group is meant to be inclusive and supportive of all women in the hobby and railfan world. We plan to host a few social meetings per year including online and at train shows/conventions around the country. The SIG will provide women in their local NMRA regions the support needed to create activities or gatherings, in order to grow the hobby and remove perceived barriers for women modelers.

Newsletter:

An email newsletter will be sent once per year and hopefully more often as we grow this group.

Facebook Pages:

"[Women in Model Railroad](#)" is for women in the model railroad hobby to share their world.

"[The Steam Sisters Group](#)" is for women railfans to post their photos of trains and is open to all. Welcome to the Women in Model Railroad Special Interest Group! We look forward to getting to know you!

Please use this link to join: <https://forms.gle/aKPhcXU1sthKW1MQ8>

Do not forget that the NMRA magazine has gone digital. Go to NMRA.org and register under membership and download the app. And you can thank our own Riley Triggs, he has done a wonderful job with this project.

Also you can register for the 2023 Texas Express National Convention. Just go to 2023texasexpress.com. It is going to be great!

And it's "Christmas time again" I hope all of you have a great holiday.

Merry Christmas, Happy Holidays.
Stay tuned, there is more to come.

Vice-President Ray Byer

Well I hope y'all have a good Holidays and end of the Year Celebration. At this time there has been no matters

brought up to the VP of the LSR. With that I will end the VP report for 2022.

Some things I would like to talk about, as the membership may or may not know there will be no LSR annual Convention for 2023 only the NMRA National Convention in the Dallas / Fort Worth area in the summer of 2023. The next time the LSR will be holding its Annual Convention will be in 2024. So, if you use the LSR convention to have your models judged for your AP Points, please contact your local Division Director to get some assistance in getting your models judged. There are some local train shows coming up at the beginning of the new year that offer NMRA AP judging that can help. Or if a Division Director would like to host an AP Judging event, please contact the LSR AP Chairman for a list of approved LSR Judges for your division who can help. Or contact myself to see if I can help.

Since the next LSR Convention is not until 2024, I am hoping one of the Divisions will step up and host the 2024 convention. Please remember that a Division or Host Group may think that they do not have the manpower to do an convention. But a lot of the jobs can be done remotely by other people around the LSR Family. A host group needs a small local group to find a convention site and/or Hotels for the convention, and find local events or layouts for people to do visit at the convention. Remember it is time to think outside of the box and try something new and fun for a convention and bring the family fun back to an LSR Convention.

Secretary Jeff Palmer

Since our May 05, 2022 BOD meeting, the LSR Secretary worked with the Nomination Chair, Pete Leach, to get candidates for the 2023 LSR Officers election in March. The first phase of the process is to identify the candidates, and obtain their profile. This phase was closed on December 1, 2022. The second phase was to turn all of the profiles over to the web chair and the building of the election website - <https://geekwithtrains.com>. The last phase is to report back to the Nomination Chair with the online results to be merged with the snail mail results. This has been done and the results are in – see Nomination Chair Report.

In each of the months since the BOD meeting, the secretary posted the NMRA Roster Reports.

After the NMRA National Convention in St. Louis, we had the unprecedented event of having an LSR Officer elected to a NMRA national office. Shortly after this event, the NMRA contacted the LSR President to discuss how to proceed. At this time, a poll was sent out to each

LSR Board Member presenting the issue along with the CPPM page (page 98) which stated the potential conflict of interest between the LSR Region position and the NMRA's position. The poll returned a 14 out of a possible 15 "yes" votes, that is, the NMRA rule should be applied as stated. That Poll was followed by a LSR Motion to Update the LSR By-Laws to add greater clarification for future elected LSR Officers seeking elected NMRA National Offices. This clarification does not apply to appointed positions, as appointed positions do not vote on policy changes that could conflict with Regional functions. The Motion passed 13 votes for the change, 1 vote against the change, and 1 abstaining vote.

Currently the secretary is trying to pull together the various reports from the other LSR Officers and Chairs in preparation of the Mid-Year 2023 BOD meeting. The cooperation of the officers and chairs is greatly appreciated.

Looking forward to the 2023 NMRA National Convention in Grapevine, TX.

As covered in the Web chair Report, the LSR Website continues to be stable. I would also like to thank Chris Atkins for allowing the LSR to use the <https://geekwithtrains.com> website to hold our elections.

One last note, please remember in your reporting that education is our prime directive and to hi-lite it where possible in your reporting.

Treasurer Gert "Speed" Muller

Still solvent, no money lost! We applied for a credit card to ease the paying for recurring costs like the website hosting and security services. This will reduce the delays waiting for refund checks in the mail.

We are looking into putting some of the money in the bank account into something interest bearing like a 12 month CD. Make sure all your purchases are making use of the 501(c)(3) sales tax exemption. We still have money in the Delattre Fund for new members who are and were serving in our defense forces.

[Budget as shared is on next page, Treasurer Report is in its usual location later in the Marker Lamp. -Ed.]

Advisor Chuck Lind

Have been asked a couple of times over the past year to comment on issues based on my history with the Lone Star Region.

(Note, the data shown here are up to date as of 2023/01/31)

Budget										
Lone Star Region		FY	FY	FY	FY	FY	FY	Financial Year (FY)		Proposed for FY
Note: All fiscal years are from May 1st through April 30th		2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
		Actual	Actual	Actual	Actual	Actual	Actual	Actual	Approved	Actual
INCOME										
Ad, Dealer, Marker Lamp		\$73.00	\$0.00	\$40.00	\$0.00	\$0.00	\$40.00	\$20.00	\$20.00	\$0.00
Ad, Pike, Marker Lamp		\$104.00	\$164.00	\$112.00	\$0.00	\$0.00	\$96.00	\$0.00	\$20.00	\$24.00
Conv 2015 Repay Loan, Beaumont		-\$2,000.00								
Conv 2015 Proceeds, Beaumont		-\$500.00								
Conv 2016 Repay Loan, DFW		\$2,000.00	\$2,000.00							
Conv 2016 Proceeds, DFW			\$516.00							
Conv 2017 Proceeds, Houston				\$226.00						
Conv 2018 Proceeds, Round Rock					\$2,465.53					
Conv 2019 Proceeds, Frisco						\$3,504.00				
Conv 2020 Proceeds, Houston						\$1,619.00				
Conv 2021 Proceeds, Tulsa								\$761.49		
Conv 2021 Repay Loan								\$1,000.00		
Conv 2022 Proceeds, Temple									\$250.00	\$896.18
Conv 2022 Repay Loan									\$0.00	\$0.00
Conv 2023 Proceeds, National										\$1,000.00
Conv 2024 Repay loan, Div 5										
NMRA Rebate		\$1,916.00	\$1,919.00	\$1,848.00	\$1,780.00	\$1,706.00	\$1,605.00	\$1,561.00	\$1,560.00	\$783.00
Interest Earned CD Fund		\$35.46	\$40.06							
Interest From Conv Fund		\$26.60	\$19.92							
Patches and Decals		\$0.00	\$0.00							
MSSB interest				93.31						
Div #1 Virginia Freitag Award (5 years)									\$85.00	\$0.00
Donations										
Amazon Smile				\$5.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.00	\$0.00
Transfer from Savings							\$529.56		\$1,225.00	\$588.97
TOTAL INCOME		\$1,655.06	\$4,658.98	\$2,324.31	\$4,245.53	\$6,829.00	\$2,270.56	\$3,342.49	\$3,165.00	\$2,292.15
EXPENSES		FY	FY	FY	FY	FY	FY	FY	Financial Year (FY)	Proposed for FY
Note: All fiscal years are from May 1st through April 30th		2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
									Approved	Actual
Achievement-LSR Program		\$0.00	\$100.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$35.00	\$0.00
Board Meeting		\$0.00	\$0.00	\$81.39	\$0.00	\$0.00	\$0.00	\$0.00	\$75.00	\$0.00
Mid-Year Meeting Expense		\$174.68	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$75.00	\$0.00
Contest-Convention		\$905.04	\$228.50	\$382.77	\$599.28	\$817.57	\$0.00	\$0.00	\$550.00	\$406.00
Convention, non rail		\$500.00	\$0.00	\$214.69	\$500.00	\$740.00	\$0.00	\$0.00	\$100.00	\$0.00
Conv 2012 Advance to Houston										
Conv 2013 Advance to DFW										
Conv 2014 Advance to RR										
Conv 2015 Advance to Beaumont		\$2,000.00								
Conv 2015 loss of Beaumont convention										
Conv 2016 Advance to DFW		\$2,000.00								
Conv 2021 Advance to Tulsa							\$1,000.00			
Conv 2022 Advance to Temple										
Conv 2024 Advance										\$1,000.00
Convention General Expense (1)										
501C3 IRS Expense										
NMRA Rebate to divisions			\$954.25	\$1,149.00	\$890.00	\$853.00	\$802.50	\$780.50	\$800.00	\$391.50
Election Chair Expenses		\$240.95	\$57.36	\$86.01	\$194.32	\$0.00	\$0.00	\$0.00	\$25.00	\$0.00
Historian Expenses		\$15.16	\$0.00	\$38.97	\$0.00	\$0.00	\$0.00	\$0.00	\$25.00	\$0.00
Marketing								\$575.00	\$575.00	\$575.00
Membership Chair Expenses		\$0.00	\$0.00					\$72.91	\$75.00	\$0.00
President-Office Expenses		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$22.00	\$87.19	\$100.00	\$150.00
Secretary Exp. & Postage		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25.00	\$0.00
Treasurer Exp. & Postage		\$0.00	\$0.00	\$0.00	\$0.00	\$29.05	\$36.98	\$20.65		\$25.00
Marker Lamp Print & Mail		\$0.00	\$0.00							
Sign and Print for Events					\$80.00	\$0.00	\$0.00	\$0.00	\$25.00	\$0.00
Audio/visual		\$0.00	\$0.00	\$0.00	\$1,566.77	\$0.00	\$0.00	\$217.44	\$25.00	\$0.00
Memorial Denotations		\$0.00	\$0.00	\$75.00	\$200.00	\$0.00	\$0.00	\$0.00	\$50.00	\$0.00
Website Costs		\$0.00	\$269.60	\$50.52	\$50.52	\$596.14	\$104.83	\$104.83	\$115.00	\$616.21
Banking Costs				\$26.00	\$21.00	\$0.00	\$0.00	\$0.00	\$40.00	\$0.00
Youth Membership Program		\$32.00	\$0.00	\$221.00	\$360.00	\$120.00	\$120.00	\$40.00	\$200.00	\$0.00
Youth Chair Expenses		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$184.25	\$0.00	\$250.00	\$153.44
TOTAL EXPENSES		\$7,364.13	\$6,367.83	\$1,609.71	\$4,461.89	\$3,155.76	\$2,270.56	\$1,898.52	\$3,165.00	\$2,292.15
NET (INCOME-EXPENSES)		\$8,478.92	\$493.99	-\$4,712.77	\$3,049.27	\$3,673.24	\$0.00	\$1,443.97	\$0.00	\$0.00
Prepared by Gert 'Speed' Muller, Treasurer 2017-2023										

LSR Budget as Reported by Treasurer

Director and Department Reports

[Director and Chair Reports as given are included in their usual sections later in the Marker Lamp -Ed.]

Old Business

Donna Orr opened old business welcoming everyone to the meeting, and re-introduced the tabled topic about LSR Conventions; more specifically, about the membership meeting. The issue is, the LSR Constitution requires a membership meeting once a year as does our 501(c)(3) status with the IRS. Normally, the membership meeting is held as part of the LSR Convention for that year. In recent years, there were two conventions held in the same fiscal year (May 1 to April 30) and none in the next. This year, the LSR suspended the annual convention to support the NMRA National Convention. The discussion covered these two different variations and concluded that a Zoom meeting could be used by inviting the LSR membership to a meeting discussing the state of the LSR; i.e. LSR BOD meeting.

New Business

Donna Orr turned her attention to how each LSR Division is defined. The issue prompting the discussion has to do with LSR members attending meeting in an LSR Division other than where they are assigned by the NMRA. Just about every division could identify members who were attending divisional meeting who live in another division. While each member of the LSR can attend any meeting anywhere in the region, many members want to be able to designate which LSR Division that want to be affiliated. This discussion was lengthy and often heated. The facts is, each member's membership record carries the LSR Division they are assigned too. There are members who want to be associated with a different division, usually the one they attend. Currently, the NMRA assigns Division via zip code. There isn't an issue with the initial assignment, but if the member wants to change their division affiliation to the one they attend, currently there is no method to so. Unlike email address, physical address or other membership information, the division information cannot be changed. In an effort to get better clarification on the issue, Gert Muller has been assigned the task of taking the problem back to the NMRA for better clarification or resolution.

Donna Orr turned our attention to LSR Officer term limits. Currently, only the LSR President has a term limit. In today's climate, it is difficult to get people to step up to service the LSR community as an officer or chairperson. This discussion was quickly shut down.

Donna introduced **John Lowrance, Bob Barnett, Chuck Lind**, and **Peter Kazmir** (absent), and their project to create a virtual LSR Museum. The concept is to identify the history of the LSR and those who contributed to its history. Names like **Jim Packer, Gil and Gus Freitag, Virginia Freitag, Eunice Linda, Bobbye Hall, Cliff Robinson, Bill McClanahan**, and many others will all have "rooms" in the museum, telling their story and what they did for the LSR.

Donna introduced **Chuck Lind**, the Youth Award Chair. Chuck informed us that he did not have any youth to give an award to. He admonished each of us to do a better job of identifying the youth in each of our divisions and bring them forward to the BOD for the Youth Award. **Bob Thiele** identified a youth he had in his division and would submit his name and information. It remains that each division needs to do a better job in this area.

Donna motioned for the conclusion of the BOD meeting. 2nd by **Don Winn**. No discussion. Motion passed and the meeting concluded at 4:34 PM,



Chair and Director Reports

Achievement Program



by Duane Richardson, MMR
LSR Achievement Chair
pinecreekstation@verizon.net

As always, mine will always be late while I wait for the last due date to National to pass and get the approval report back. I have not gotten the report back still at this time but I have heard through the grapevine that Frank has been in the hospital so it may be delayed.

The following have been awarded this year with the last 3 pending at National:

First	Last	Certificate	Date	LSR #	MMR #
David	Crumpton	Structures	7/20/22	862	
Marc	LaChey	Cars	7/20/22	863	
Melvin	Richards	Civil	9/20/22	864	
Melvin	Richards	Electrical	9/20/22	865	
Marc	LaChey	Electrical	11/20/22	866	
Marc	LaChey	Civil	11/20/22	867	
Marc	LaChey	MMR	11/20/22	868	725
Donna	Orr	Scenery	11/20/22	869	
John	Romberger	Cars	12/20/22	870	
John	Romberger	Golden Spike	1/20/23	871	
Mike	Barnette	Golden Spike	1/20/23	872	
David	Crumpton	Volunteer	1/20/23	873	

I want to congratulate Marc LaChey for earning his MMR.

Contests



by Ray Byer
LSR Contest Co-Chair
raybyer@yahoo.com



and Jeff Palmer, MMR
LSR Contest Co-Chair
res06wqv@gte.net

With the NMRA National convention on the horizon in August 2023, there has been minimal activity involving the Contest Room. Ray and I continue to review expenses and how to reduce them.

Conventions



by Joe Leising
LSR Conventions Chair
joe@leising.com

Save the dates of August 20 – 26, 2023, as the NMRA National Convention and National Train Show are returning to Texas for the first time in 34 years. In lieu of the annual LSR Convention, Trinity River Division 3 and Cowcatcher Division 1 will be hosting the NMRA Convention at the Gaylord Texan Hotel & Resort in Grapevine, Texas.

The convention committee of over thirty individuals has been working diligently to provide a week full of model railroading excitement, with layout tours, prototype tours, fun non-rail events and jam-packed with over 200 hours of clinics with presenters from across the country. And the NMRA will host the National Train Show using over 100,000 square feet of space for its first ever NTS appearance in North Texas.

All convention events will take place at the Gaylord Texan Hotel & Resort. Located between Dallas and Fort Worth, and just north of the Dallas-Fort Worth International Airport, the Gaylord is easily accessible by car, airplane, or railroad. In addition to a discounted room rate, Gaylord hotel stays include free access to the Paradise Springs Waterpark, the hotel's fitness club, Glass Cactus Nightclub and many more perks with overall savings of over \$100.00 per night.

Convention registration and hotel reservations can be made at 2023TexasExpress.com, or hotel reservations can be made by calling 877-491-5138 and asking for the National Model Railroad Association special group rate. Arrangements for tours are being finalized and signing up for tours will be available soon. Check the 2023TexasExpress.com website often for updates. Tour announcements will also be sent to people that have already registered for the convention, in the order that people registered, so register for the 2023 Texas Express convention now for the opportunity to sign up for tours before they sell out.

You do not want to miss out on the first ever NMRA convention to be held in North Texas, to enjoy the fun, fellowship, educational clinics, amazing tours and more at the 2023 Texas Express NMRA Convention. Register today!

Education



by John Lorange, MMR
LSR Education Chair
new-london@sbcglobal.net

As previously reported, the LSR bylaws require a very detailed report to both the LSR Board and to the NMRA National Education Department. When I contacted Michael Hohn, MMR (educate@nmra.org), the National NMRA Education chairman, for reporting instructions I was told not to send any actual reports and that he got his information via the RAC directors. As a result I removed the requirement to list each individual clinic presentation and to list the name of the presenter because that information is already public record published in LSR Convention timetables and other show publicity and could be retrieved in the event of an audit by the IRS of our educational activities. Hopefully the shortened version will be faster to complete and encourage better participation. Waiting until the directors turn in their reports requires waiting until the last moment and there is no standardization of the data which increases the difficulty or preparing the Education Chairman's report. Thus at the next review of the bylaws we might consider removing the "numbers" from the education report or requiring the directors to submit the numbers so there is standardization for the Education chairman to compile a combined report.

The following is from data submitted by the following:
Div 4, Div 7, Div 6, At Large Div (Darrell Cowles)

- Number division Clinics held: 18
- Clinics held at the last LSR Convention:
no report, but LSR convention handbook requires 20
- Number of Division Contests held: none reported
 - Total number of entries: unknown
- Number of LSR contests held: 1
(data from marker lamp convention report)
 - Number of entries: 85 total (65 model*, 4 arts & crafts, 17 photo) *only 21% scored merit awards
- Number of youth activities held: 3
 - Name of Activity: Breakfast with Santa, Scout Railroading Merit Badge, Operation Life Saver / Youth award
- Other Education Activities held: 3
 - Description of activity: Open house to public
 - Clinics at Austin public train show
 - Operation Lifesaver presentations

Events



by Bill Dryden
LSR Events Chair
bdr149@airmail.net

LSR "VIRTUAL MUSEUM" WEB SITE PROJECT:

A year ago a "Virtual Museum" was suggested as part of the Future direction of LSR education: The idea was quickly dismissed because of the excessive work it would create for the LSR Web manager. Clearly a way to spread out the work was needed without requiring the Web master to divulge his password or the buy/duplicate/learn the software needed. I recall my work days when I was the sole individual to instantly alter and update a small portion of the large US Air Force Web site. While I could not access or alter other parts of the site I had my own entry password for the portion I controlled and could update it 24-7 as needed without going thru a webmaster. The Idea was dropped because none of us could identify a software source similar to what we used on my job. Recently, The LSR President reported that she has located some software that might allow us to resurrect the "Virtual Museum" concept for LSR historical information rather than a virtual museum of Model railroad equipment.

We are holding our own as some on-line sites have dropped off the web, but still folks, mostly LSR members, continue to send division and club updates as well as notices for up-coming events. True to form, I occasionally get the information a few days or so after I have submitted the column. There have been several folks who have called, following up with e-mails with more details. ALL are greatly appreciated.

Anyone having events to be published, please send me the details: bdr149@airmail.net

A reminder to all:

Please consider our deadlines for submittals and publications to allow adequate lead time to correctly announce your event – Column submission deadlines are the 15th of January, April, July and October; publication **of the Marker Lamp is the middle of the following month.**

[The next two deadlines are the 31st of March and May, then we will move to a new schedule with deadlines the 15th of February, May, August and November. -Ed.]

Historian



by Bob Barnett, MMR
LSR Historian
Barnett6@sbcglobal.net

This report will be short. We are currently working with others, appointed by LSR President Donna Orr, to create a digital archive for the Lone Star Region.

I have already received volunteer input from Division 8 members gathering data and photos of well know Division 8 modelers and layouts. I will contact long-time members in other LSR divisions to get help in gathering information and hopefully photos of other well-known modelers and layouts. We will concentrate initially on deceased and early day members as information and photos will be continually harder to obtain over time.

A partial list (and VERY preliminary) of modelers and layouts includes:

Division 8

1. Larry Redmond (Parallax Railroad)
2. Gil Freitag (Stony Creek and Western Railroad) several articles and photos are already available.
3. Gus Freitag (Texas and Northern Railroad) Photos are available and in the historian's possession.
4. Bob Dannenbrink
5. Ben Pearlman- former LSR President, very active in Houston N-Crowd and owner of the Down & Owlte Railroad.
6. The Houston Society of Model Engineers (Texas Crawford and Prairie the former layout in Union Station.
7. The Houston Society of Model Engineers The former Layout in their Manvel Clubhouse.
8. Don Bozman (The Great-Great Northern Railway)

Division 1

1. O.L. "Lat" Lattimore: LSR Past President and owner of the famous Texas & African Railroad located in the famous leaning barn in Fort Worth.
2. Bob Jones: LSR past President and early- day MMR.
3. James Packer: LSR past President, MMR and owner of the Nevadnum Railroad.
4. A.D. Welborn Hobby Shop
5. Tolson's Hobby Shop
6. The Hobby Hub in Arlington.

Division 3

1. Bill McClanahan (Texas & Rio Grande Railroad also carried the charter to NMRA to establish the Lone Star Region.
2. Bobby Hall: owner of Hall's Hobby Shop and Hallmark Models. With her husband Buddy Hall gathered signature for the petition to establish the LSR.
3. Cliff Robinson: Owner of the Marquette Union Terminal Railroad and early day proponent of prototypical operations.
4. Jack Lemming: Long-time editor of the marker Lamp and owner of the Cape Able and Portensious Railroad.
5. F. C. "Pete" Petersen: Early day founder of LSR and proponent of prototype operations. He is also the father of James Petersen so information and photos should be available. James name and railroad will be added later when the more contemporary list of modelers and layouts is added.

Division 6

1. Tom Zengerle: Long-time Layout owner from San Antonio.
2. Vernon Ball: LSR past President and owner of a large HO Rio Grande standard- gauge layout.
3. Bob Clark: Well-Known O-Scale logging modeler, MMR and person for whom the Bob Clark Award is named.
4. John Lorrance: LSR Past-President and author of the 1985 History of the Lone Star Region.
5. Al Boos- MMR and clinician extra-ordinaire. Al has been a fixture in the LSR since the early 1908's
6. SAMRA-San Antonio Model Railroad Association: Long Time model railroad club in San Antonio. Information on their early layout in the Missouri Pacific Monte Vista Station is much-needed .
7. Information for all of the above will be needed for John Lorrance, Don Scot and All Boos all long-time SAMRA modelers and LSR Members.

Division 4

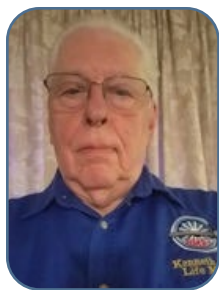
1. Chuck Ellis
2. David Barrow

Division 2

1. Richard Kamm
2. Jack Greene-Mid South Model Railroad Club
3. New Orleans-Metairie Model Railroad Club

NOTE: The above list is in no particular order but written down as I thought of them. Other member names, Layouts and hobby shops will be added as members across the Region give input.

Membership



by Ken Kaiser
LSR Membership Chair
kbk1@flash.net

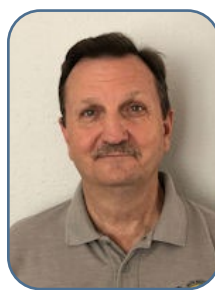
LSR membership for the year 2022 increased from 888 to 909 for a gain of 21 members due largely to the recruitment of 50 new members.

We are still doing an excellent job of recruiting new members, but if we are going to survive as a Region, we need to plug the leak of members not renewing their memberships.

To reduce membership losses each Division should conduct monthly meetings for members who reside in their divisional area and are within a driving distance of the meeting place.

1. If possible, conduct Zoom meetings so that members who live at distances which makes driving inaccessible able to attend the meeting.
2. Contact members to determine what they would like on the agenda and provide it.
3. If members routinely miss meetings, Give them a call.
4. Make sure you have a designated member attempt to contact members on the 30-day delinquency list by email, text and telephone call. You may hear things you would rather not hear, but you cannot fix a problem unless you know why members chose not to renew. Region sends a written letter to members on the 60-day list.
5. Don't assume new members will show up at the meeting. Call them and advise them that you will have a member there to meet them at the door and discuss their reasons for joining the NMRA.
6. Assign a mentor, for at least 90 days to assist them in becoming a better model railroader. That would be a great assignment for MMRs.

Nominations



by Pete Leach, MMR
LSR Nominations Chair
pleachtx55@gmail.com

The positions up for election to the Board of Directors and the candidates are listed below:

- President: Donna Orr
- Treasurer: Gert (Speed) Muller and Steve Sandifer
- Division 1 Director: Dick Brannan
- Division 3 Director: Charles Goodrich
- Division 5 Director: Brooks Willig
- Division 7 Director: Don Kimmell

I would like to thank Donna, Jeff Palmer, and the candidates for their support.

Non-Rail



by Divina Gato-Hogno
LSR Non-Rail Chair
d.gatohogno@gmail.com

(No report received)

Photography



by Michael Harang
LSR Photography Chair
bu1977@att.net

As I reported in my Director At Large report, 2022 has been very difficult for myself and my family. As a result, I have not had any opportunity to perform my duties as photography chairman for the LSR. I have plans in place to attend and photograph the LSR/NMRA Convention this coming August in Grapevine, Texas. I am in the process of converting from my crop-sensor Nikon camera body to a full-frame Nikon camera body and lenses to provide better quality photos for this event and beyond.

Publications



by Peter Kazmir
LSR Publications Chair and
Marker Lamp Editor & Publisher
peter@centexnmra.org

This is my first report since becoming Publications Chair and *Marker Lamp* Editor last summer. I'd like to start by thanking Donna and Riley for this opportunity, and by apologizing for how long it took to get my first issue of the *Marker Lamp* completed. Because of the delay there will be an accelerated schedule for the next few issues (every two months, instead of every three). However, now that I have the process down, all the templates set up properly, and so on, I'm confident I will remain on schedule going forward.

The next issue is planned to be published in mid-February (that will be the "Winter 2022" issue on the old schedule). That will be followed by an issue in April and June, at which point the ML will be back on schedule. (That means that we'll have five issues published during the 2023 calendar year to make up for having only three in 2022.)

Speaking of the schedule, in trying to better synchronize the ML with our fiscal calendar, BOD meetings, conventions and other dates of interest, the ML schedule has changed going forward. The new schedule will be Spring published in March, Summer published in June, Fall published in September, and Winter published in December. The submission deadlines are the end of the month prior (i.e. Spring will be the end of February).

I am also going to be working with Speed on some updates to the Ad policy for the upcoming new year. I'd like to put into writing the informal policy for free ads/content for LSR divisions and 100% NMRA clubs and I'd like to update the price list for paid ads to include additional ad types and sizes beyond the eighth-page pike ads and half-page business ads.

There will be some other changes coming to the ML as well. Beyond an upcoming update to the look and feel, I am working on some regular articles that will touch on topics including DCC, a Historian's Corner, Getting Started with MRR, and more. I also hope to include more layout photography, articles on prototypes we can model, and more. But it all depends on folks across the LSR contributing to a *Marker Lamp* we will all look forward to via content and feedback.

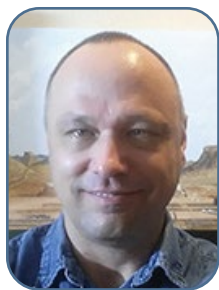
I am also working with the national NMRA organization to investigate the possibility of publishing the *Marker Lamp* digitally via the Zinio app/website (alongside the NMRA

Magazine). This would be at no cost to the LSR and would not replace the current methods of publication (email to our list and publication on our web site via archive.org). I will share more news about that as I learn more.

Finally, I've also been working behind the scenes to make publishing the *Marker Lamp* go a little more smoothly. We now have a shared Google Drive for the LSR, on which I've moved all of the files needed to publish the ML along with some saved files from previous issues. Moving these files to a shared drive makes it easier to share and receive files for the ML and also ensures that if something happens to my computer those files won't be lost. I'll work with Donna and others to make that Drive available to others in the LSR as she sees appropriate.

Thanks for everyone's patience as I got spun up. Here's to the future!

Treasurer



by Speed Muller
LSR Treasurer
lstrtreasurer@huntatrophycorp.com

Treasurer Report

First Three Quarters, 2022/2023:

Beginning Balances (2022/05/01)	
LSR Unrestricted Accounts	<u>\$43,265.34</u>
Beginning Total LSR Net Worth	\$43,265.34
Bob Clarke Award Fund	\$ 528.86
Division 7 Rebate in Escrow	\$ 150.50
Delattre Fund	\$ 578.00
Outstanding checks	<u>\$ 58.00</u>
Bank Saldo at bank	\$44,580.70
 Proceeds	
Pike Ads	\$ 24.00
NMRA Rebate	\$ 783.00
Temple Convention Proceeds	<u>\$ 896.18</u>
Total Proceeds	\$ 1703.18
 Disbursements	
Youth Chair Expenses	\$ 153.44
Marketing	\$ 575.00
President Awards	\$ 150.00
NMRA Rebates to Divisions	\$ 391.50
Website Expenses	\$ 616.21
Convention Contest Award Expenses	<u>\$ 406.00</u>
Total Disbursements	\$ 2292.15
Net Proceeds-Disbursements	\$ -588.97
 Updates to Restricted Funds:	
Delattre Fund	\$ 0.00
Division 7 Rebate into Escrow	<u>\$ 11.50</u>
Change in Liabilities	\$ 11.50
 Ending Balances (2023/01/31)	
LSR Unrestricted Accounts Total	<u>\$42,676.37</u>
Total LSR Net Worth	\$42,676.37
Bob Clarke Award	\$ 528.86
Division 7 Rebate in Escrow	\$ 162.00
Delattre Fund	\$ 578.00
Outstanding checks	<u>\$ 0.00</u>
Bank Saldo at bank	\$43,945.23

Youth



by Chuck Lind, MMR
LSR Youth Chair
chucklind46@gmail.com
979-219-3305

Youth Award Nominations Needed

Very discouraging; have had page in Marker Lamp asking for nominations for the youth award. To date I have NO youths nominated. I had a couple of emails saying the NMRA doesn't allow work with youth. This is not true, you just need to follow NMRA guidelines. Hopefully this next year will have better results.

Cowcatcher Division 1



by Dick Brannan
director@cowcatcherdivision.org



cowcatcherdivision.com

Division 1 continues to emphasize two major themes in 2022:

- Helping You Make Your Model Railroading Dreams a Reality.
- "If You Do Nothing, Expect Nothing as a Result!"

We are supporting these themes with programs that stretch our member's imagination such as a Power Point tour of the Colorado Model Railroad Museum and Rod Steward's layout and support and improve their modeling skills with clinics such as road building and building tree stumps. Programs like this continue to attract a strong in person attendance at our meetings as well good participation through our Zoom meeting option. The Division also concluded the year with wonderful Christmas party and set an attendance record for that function with 66 people attending despite miserable weather in the DFW area.

The outlook for 2023 looks promising, the Division will continue to emphasize our two major themes from 2022 and build upon the success in achieved last year.

Planning and preparation continues for 2023 Texas Express, the NMRA Convention and National Train Show at the Gaylord Texan in Grapevine, TX. Registration can be made at www.2023texasexpress.com. If you are interested in volunteering please contact our Volunteer Coordinator David Crumpton, through the Convention Committee link on website.

I would also like to recognize Mike Mackey MMR, who served as Division Director from 2017 to November, 2022. He and the Leadership team of D1 have built a strong organization which I am proud to be a part of and he is making my transition to Director as seamless as possible.

Bayou Division 2



by Rod Fredericks
fredericks.rod@gmail.com



Before I get into this report, I would like to thank my friend Ken Mason for his four years of service as Division 2 Director. He took over the directorship from me, so this is my second time around.

For those that don't know me, my professional career was spent in oceanography with the Coastal Studies Institute at Louisiana State University. This work brought me around the world, allowing me visits railroads in Europe, Asia, the Middle East, Africa, Australia, and South America, as well as many in North America. So needless to say, I have a keen interest in trains and model railroading.

My main interest is narrow gauge centered on mining in the San Juan area of Colorado. I model in HO_{N3}. I have been working on my layout for ten years now and progress is slow, but steady.

As far as Division 2 is concerned, we have experienced a few setbacks recently. We have lost two active model railroaders, Dick Scheider and Jim Loftland. The Midsouth Model Railroad Club was forced to cease activity due to climbing rent and move the layout to storage with hope to rebuild as soon as a new site can be found. And the Crescent City Model Railroad Club in Kenner (New Orleans area) had suffered critical hurricane damage to their building's roof and some water damage to the layout. They are working now to repair both. More on that in the next report. On a more positive note, The Greater Baton Rouge Model Railroad Club is alive in Jackson, Louisiana.

My goal for my tenure as Division 2 Director is to be proactive in the division. This could involve division meets, clinics, visit to club and members layouts, perhaps operation sessions, etc. Communication is the key to a successful division. I would be happy to hear any ideas you may have. Contact me at fredericks.rod@gmail.com.

And finally, I have been asked by the LSR to explore the possibility of hosting the 2025 LSR Convention in the Baton Rouge/New Orleans area. Sounds like a good idea to me.

So that's all for now. Happy model railroading.

Trinity River Division



by Charles Goodrich, MMR
director@cowcatcherdivision.org



trinityriverdivision.org

Division 3 has been having live meetings since August. Attendance has been a little less than before Covid but the programs have been excellent. Attendance should improve as more people feel comfortable attending group meetings. We plan to continue with live meetings and offer real content during the meetings. The clinics have been very good. Clinics presented were Jeff Palmer giving a clinic on Ground Goop scenic technic, Rodney Doster titled Gap Master Revisited and Thomas Stephens giving his on the Steam to Diesel Transition Era.

There were two achievement awards given this period. Tom Greco received his Association Volunteer certificate and Marc LaChey getting his Master Builder-Structures award.

The Plano Train show was held at the Plano Event Center on Saturday October 2-3, 2021. Total attendance was 1883 which was only about 15% off from the last time the show was held. Very successful considering the last couple of years. The show is sponsored by the North Texas Council of Railroad Clubs. Thomas Stephens and Betty Mitchell are council members for Division 3. There are two Plano train shows each year. Division 1 heads us the volunteers for the fall show and Division 3 heads up volunteers for the Spring Show.

We will resume having our Christmas party this year. Donna Orr has again graciously agreed to host the party at her house. It will start at 3:00 PM on December 18th. This is always a popular event and we look forward to seeing everyone together celebrating Christmas.

Cen-Tex Division 4



by Bob Thiele
director@centexnmra.org



centexnmra.org

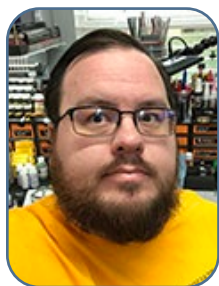
First of all, I want to wish the Division 4 membership an enjoyable and safe Holiday season. This is also the season when we can focus more on the railroad projects that have been sitting on the side lines. I will talk a little about what has happened, but my main focus will be on the goals that for the coming year. In November David Nicastro gave a presentation on his technique for creating rock structures on his Moffat Tunnel layout. He builds the mountain structure using a product developed by Bragdon Enterprise. This technique requires a certain skill level and is best done with someone who has already used this product. The result of all the work is nothing short of yaw inspiring. Division members can view the results this January after the Division meeting when we visit David's layout.

Now it is time to look towards the future and see what is instore for the division members. Cliff Scherer has started work on updating and adding to the division website. Recordings of the live Zoom meetings will be added to the site so members can view them at a later date. Another feature to be added is the power point presentations that have be given during the meetings. We have had a broad range of topics covering all topics in model railroading. They will be available at the click of a button.

We will start having short clinics covering topics across a broad spectrum of subjects. Sam Nicastro will start the series, my title for his presentation is putting DCC in very small spaces. If anyone is interested in putting on a clinic, from one to infinity presentations are welcomed. Please contact me and we can talk.

This year the division will tackle numerous subjects with one project. As a group we will work on building a shelf layout during each of the division meetings. Starting with construction techniques then moving on to track laying, wiring, scenery, structures and all the details involved. For each topic I want as many people as possible presenting different styles and techniques for completing the task. This will give members a choice on what will work for them. There are as many ways to do something as Carter has liver pills. Each person can demonstrate on the layout and all can participate. More on this subject at the next meeting and future emails.

West Texas Division 5



by Brooks Willig
Headroadie2004@gmail.com

[Newsletter](#)

I look forward to seeing what happens with Division 5 in 2023. In 2022 I started to hold monthly meetings on Zoom. Because our region covers a vast area, it made sense to hold meetings virtually. Having these meetings virtually enables participation from members all across the region, but we are able to have clinicians from all over the nation join us for our meetings. This year we have had Bernard Hellen of Miniprints.ca, Michelle Kempema from the Colorado Model Railroad Museum, and Ralph Renzetti to name a few past presenters. We are also able to have LSR members and non-members tune in to provide presentations.

I appreciate everyone I have been able to meet and talk with through these meetings via Zoom. There are some truly great people in the hobby and I am thankful many of these I have met in the Division 5 area. This is what the NMRA is about, friendship and sharing knowledge to educate and advance the hobby.

I have created an online form to allow clinicians to submit their names and topic, so the division will have a database of clinics and presenters for future meetings. If you have a clinic and would like to present, please get in touch with me or use this link if you would like to sign up: <https://forms.gle/3F1HjVuEoJjVr1XK9>.

We would like everyone in the region to join our monthly Zoom meetings. Use this link below to sign up for updates from the division, as well as meeting announcements and the link to join: <http://eepurl.com/hRLLm9>. Don't miss out on future meetings, many great clinics are still to come.

I have decided to step down as chairman of the 2024 convention. The existing obligations and operating my business are taking more of my time than they did when I committed to organizing the LSR convention for 2024. I encourage anyone that would be willing to take on a convention in 2024 to get in touch with Joe Leising the LSR Convention chair.

Till next time keep on modeling and be happy.

South Texas Division 6



by Don Winn
donnswinn@gmail.com

The big, big news for the South Texas Division is that regular division meetings have resumed after a long hiatus. The South Texas Railroad Social meetings have been put on hold, opening the way to hold division meetings once again. The new division meetings are conducted with the same general format as what I have seen at Divisions 1, 3 and 4, which is basically the same format that the Socials followed, and at the same location. So little change here other than the name and the organizer.

Our first meeting was held at the Longhorn Café on September 24th, with 25 in attendance. David Nicastro presented a clinic on his assembly line process for weathering cars. Tom Crosthwait presented a status update of the construction of the new Port of South Texas branchline on the SAMRA club layout. Bob Thomas presented a new modelling tips and tricks feature.

As always, if there is anything I can do to help you in your modeling, please don't hesitate to contact me.

SAFETY FIRST - Stay safe out there.



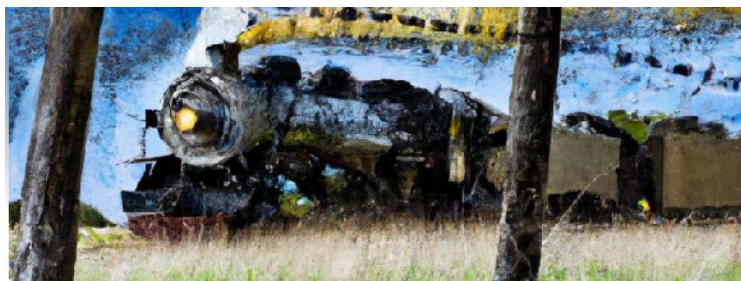


Our next meeting was held at the Longhorn Café on December 3rd, attended by 27 despite the schedule conflict with the HOOTERS ops weekend. John Lowrance presented a clinic about choosing a color palette for scenery work. Jerry Wilson and Mike Barrett presented a clinic on the battery powered Stanton drive system. Bob Thomas again presented his Modelling Tips and Tricks segment. Following the meeting was an open house of my Aurora Division HO layout (see the Summer 2022 Marker Lamp for an article about how I designed my train room).





Bob Thomas has taken the initiative to expand our social media exposure, creating a Facebook group called the NMRA Lone Star Region Division 6 (Facebook designation: nmralsrdivision6). On it you can see some of the logo designs we are considering for the division.



NMRA Lone Star Region Division 6



+ Invite



Bob has also created a new groups.io group <https://groups.io/g/lrsdiv6>. Big thanks to Bob for taking the initiative!



North Louisiana Division 7



by Don Kimmell
elf4kcs@me.com

I hope everyone had a wonderful holiday season, and got a lot of trains!

Division 7 has been its usual quiet self...not too much going on, everyone taking care of their "home" layouts.

Membership has been holding steady.

We did two Boy Scout Merit Badge info/Operation Lifesaver presentations during the past 6 months, one in Minden, the other in Delhi, LA.

I have received word the Dr. Kamm's The Sue Lines will not be saved completely. The effort to move it in sections fell thru and "other" arrangements could not be reached. We will miss it!

Tom White is mending after his accident, and the ArkLaTex Modular Club is now operating on Tom's second floor. As our members have aged, the modules have "gained" weight. (Sounds like a good reason to get off the road).

The Kansas City Southern's Holiday Express had a successful run in 2022 after a two-year layoff. When the railroad announced that it would run this year (2022), we were greatly concerned on how the various layouts (there are 4) would run. Despite being inside unvented railcars, numerous mud-dobber nests, cow-webs of unbelievable size and 2 ½ years of dust, everything ran! We were in shock. The two three-rail AC layouts ran right off the bat...we had not even cleaned the track! The HO under walkway took some work, but it ran. The G scale layout, built on the sleigh car, ran after a serious track cleaning, despite being out in the weather for over two years.

Texas Gulf Division 8



by Phil Stewart
pstewart1225@yahoo.com



texasgulfdivision.org

Division 8 has been working with several master model railroaders to do clinics at our meetings every other month. In November we had part one of a great clinic by Duane Richardson, MMR on Building a 1930's flat car. Part 2 of Duane's clinic will be in March. Our January clinic will be conducted by Leslie Eaton, MMR on Scratchbuilding and kitbashing. We're still looking for a few good clinicians. If you want to volunteer let me know.

Many of us had an opportunity to attend the multitude of Christmas parties held by the 15 clubs that make up a division 8. Many of us attended The San Jacinto Model Railroad Clubs annual Christmas party. We had over 60 attendees who enjoyed Bar b q and a huge Christmas cake. Christmas gatherings weren't the same this year in the division as we had lost some long time friends and fellow modelers. They will be truly missed.

Director At-Large



by Darrell Cowles
darrellcowles1@gmail.com

Lots of things happening around the DFW area in the past few months. Planning continues for the 2023 National Convention here. Planning meetings have been held and facilities tour of the Gaylord Resort was attended by many of the staff.

Clubs seem to be getting some growth now that we are out of the shadow of the pandemic and able to have open meetings. This was evident at the March Division 1 meeting with 60 people present plus some more on Zoom. The Texas Western club has picked up 3-4 new members since the first of the year.

Director At-Large



by Michael Harang
bu1977@att.net

The year 2022 has been very difficult for myself, my immediate family, and my extended family. Earlier in the year, my mother-in-law passed away in our home, and Suzette, myself, and her two sisters have been consumed with her memorial service, and since with clearing out and selling their home. After 61 years of marriage, my in-laws had a very full life, and an equally full home. But, as 2022 comes to a close, the process of distributing their household belongings is complete, and their home is for sale.

I was not able to attend the LSR 2022 convention in Temple as a result of all of this activity, and my modeling activity ground to a halt as well. I reported earlier that I have switched to modeling the RGS in Sn3 after a summertime trip to Durango, Colorado in 2020 and seeing the RGS up close and personal. The narrow gauge bug bit me hard. I have two freight cars mostly complete, and hope to return to a more "normal" schedule (whatever normal is anymore, I am not really certain) that will include modeling time.

Additionally, we also have our home for sale in Franklinton, LA (Div. 2). When it sells, we plan on returning to the DFW area to be near our sons again. So, building any of my planned modules is on hold until relocation occurs. But, while visiting our sons in Richardson, I make my pilgrimages to Discount Model Trains in Addison. While DMT does not stock many Sn3 materials, they are very willing to order anything that is available – for this I am very grateful.

Director At-Large



by Pete Leach, MMR
pleachtx55@gmail.com

As Nomination Chair, I've completed filling the positions that are up for election in the Spring. (See the list of candidates in the Nomination Chair Report.) I think we will have a strong board of directors as we add new members along with some of the long-standing members. (Notice I didn't say old!)

With major construction completed on my On30 layout patterned after the 2-Foot WW&F Ry, I've begun the process of developing ideas for a new freelanced HOn30 layout based on various Maine 2-foot railroads. Building a layout based on a prototype was fun but challenging. Gathering the historical information helped me learn so much about life in the 1900s-New England. Now I'd like to use some of what I learned from the historical research to create something of my own.

I am building a second HOn30 Forney locomotive from a new Toma Model Works kit. It will allow me to model in the smaller scale with a great running locomotive! I have a lot of ideas for the layout design, but one thing is sure: It will include boats and ships along with the trains!

My article in the HOn3 Annual (White River Productions) on kitbashing an HOn30 Forney is on the newsstands. Working with Chris Lane at WRP has been a pure pleasure. He published my article on an On30 Kitbash in the 2021 On30 Annual.

I was approached by Tony Koester of Kalmbach Publishing to submit an article for the 2024 Model Railroad Planning annual. I spent several weeks refreshing parts of my layout and shooting new photos but finally submitted it in September. I am honored to have my humble 10 X 12 foot layout featured in this great publication.

Giving clinics is something I enjoy. I presented one on the Basics of Model Railroad Photography to the San Jac Club in Houston this past summer. I am working on a few others for 2023.

I participated in the San Jac Model Railroad Club layout tour in November. This was the first time since COVID that I opened my home to visitors. I had a good turnout with a LOT of new folks. There were several with children that were handed a throttle to let them run a train. It is fair to say the visitors has a great time.

Finally, it's been a tough year with the passing of so many

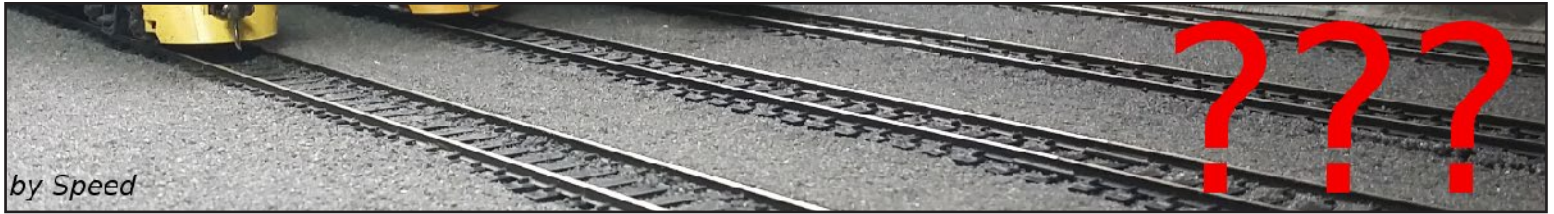
model railroad icons. Gil and Virginia, Allen McClelland, and Denny McGonigle to name a few. I also wanted to mention the passing of one of my icons, Peter Barney.

Peter was instrumental in resurrecting interest in the long-abandoned Maine 2-Foot railroads. He was very active in researching, writing about, and modeling all the Maine 2-Footers. He published several books with many of his drawings. There are many articles published in the national magazines that showed off his modeling skills. These were all key to those of us that model in that genre. The list of his accomplishments over the years is amazing.

I had the pleasure of meeting Peter at the 2014 NNGC in Kansas City. I showed him photos of the signature waterfront scene I modeled based on a few photos. He was very supportive of my efforts and later asked if I would like copies of his scale drawings of that scene but never published. I rebuilt my waterfront scene in Wiscasset using his drawings and am quite proud of the results. Peter and I stayed in touch by email over the years, sharing photos of our efforts. He always encouraged me to keep at it. Peter Barney helped me appreciate the history of these railroads, AND he made me a better modeler. He will be missed.



The Waterfront Scene in Wiscasset, Maine constructed using drawings from the late Peter Barney



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H0 Scale Cars from Cincinnati Division 7

New! Arrived September 2022

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Using Accurail's 2200 Series ACF 2-Bay Covered Hopper as the basis, we are offering it in a Norfolk & Western repaint scheme. These cars are N&W class HC-46 and are from an original batch of fifty built by in 1966 by ACF with the Round Herald paint scheme. Subsequently some cars went through a general maintenance program and were repainted in the block N&W livery. Photos were found showing at least three of these cars (road numbers 170753, 170768 and 170794) were reweighed at some later date because that area is "patched out" on the car with the new data displayed. Those same photos place these three cars as being in service in 1992 and 2004. It is these three, highly unique, road numbers that Cincinnati Division 7 is now offering for sale as limited edition kits.

Pricing is \$25 per car, or a 3-car set at \$70. Shipping (via USPS Priority) is \$9.45 for one car and \$17.10 for two to three cars. Ohio residents, please add 7.8% sales tax on the total price of the kits and the shipping/handling fee. Customers outside the USA, please [contact us](#) for shipping arrangements and charges.

To order, please send your email and phone information along with a check or money order in US dollars, payable to Cincinnati Division 7, MCR, NMRA, to:

Cincinnati Division 7 Car Projects
c/o Paul Maciulewicz
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Contact our [Car Projects Chairperson](#) with any questions
and check our website <https://www.cincy-div7.org/projects.html> for more information and cars!



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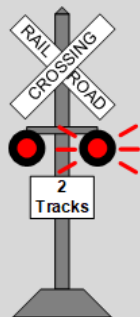
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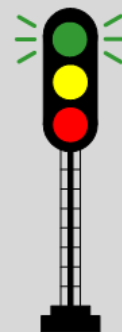
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